



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

BR DOC 650



HARVARD  
COLLEGE  
LIBRARY















ACCOUNTS AND PAPERS:

*THIRTY-SIX VOLUMES.*

---

—(22.)—

POST-OFFICE.

---

SHIPPING; HARBOURS OF REFUGE.

---

Session

31 *January* — 12 *August* 1854.

---

VOL. LX.

1854.

---

BR DOC 650

# ACCOUNTS AND PAPERS:

1854.

## THIRTY-SIX VOLUMES:—CONTENTS OF THE TWENTY-SECOND VOLUME.

---

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

---

### POST-OFFICE:

#### Post-office :

319. Return of the Number of Chargeable Letters delivered in the United Kingdom in the Year immediately preceding the first General Reduction of Postage, on the 5th December 1839, and for each complete Year subsequent thereto; Account of Gross and Net Post-office Revenue, and Cost of Management, with the Payments for Conveyance of Mails by Railway in the United Kingdom, in each Year from 5 January 1838; Number and Amount of Money Orders issued and paid in each Year ending 5 January 1848; and Expense of Money Order Office, and Amount received as Commission during the Year 1853 - - - p. 1
320. Accounts of the Gross and Net Revenue of the Post-office, with the Charges of Management; of the Payments made by the Post-office for Conveyance of Mails by Railway within the United Kingdom; of Payments other than Charges of Management; of the Expense of the Money Order Office, and Amount received for Commission; and Amount paid by each Public Department under the Head Postage; for the Year ending January 1854 - - - - - 7
3. Return of the Number of Chargeable Letters delivered in the United Kingdom in each Year from 1839 to 1853 inclusive - - - - - 13

#### Money Orders :

519. Return of the Sums received by the Post-office from the 1st day of April last to the 30th day of this present Month of June, inclusive, for Printed Forms of Application for Money Orders; also of the Number of Money Orders issued, the Gross Amount thereof, and of the Gross Sum received for issuing the same during the Period aforesaid; together with the Cost of maintaining and Expenses incidental to the Money Order Offices in *Great Britain* and *Ireland*, for the Three Months ending the 30th day of this present Month of June - 15

#### Ocean Postage :

491. Return of the Names of the Colonies and *British* Dependencies that have adopted the Uniform Rate of Ocean Postage; also the Names of the Colonies and *British* Dependencies in which it has not been adopted - - - 17

#### Parliamentary Papers :

268. Copy of the Post-office Regulations now in force for the Transmission of Parliamentary Papers to Parts in the United Kingdom, to the Channel Islands, and to the several Colonies and Possessions of the Crown - - - 19

#### Postage (Army and Navy) :

356. Return showing the Rates of Postage and the Regulations relating to the forwarding of Letters and Newspapers to the Army in the East, and Naval Squadrons in the *Baltic* and the *Black Sea*, as sanctioned by the Treasury - - - 23

## Rural Letter Carriers :

521. Return of the Number of Substitutes which have been provided on alternate Sundays to enable Rural Letter Carriers to attend Divine Service, in pursuance of a Recommendation contained in the Report of the Commissioners appointed to investigate the Question of Sunday Labour in the Post-office, dated the 10th day of August 1850, &c. - - - - - p. 27

## Islands of Arran :

135. Copy of the Correspondence relative to the Establishment of a Postal Communication with the Islands of *Arran*, on the West Coast of *Ireland* - - 29

## Mail Packet (Orkney) :

42. Copy of Treasury Minute authorizing the Establishment of a Contract Packet for the Conveyance of the Mail from the Coast of *Scotland* to the *Orkney Islands* - - - - - 33

## SHIPPING :

## Registered Vessels, &amp;c. :

134. Return of the Number and Tonnage of Sailing Vessels registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the Channel Islands; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1853 :—Similar Return of Steam Vessels and their Tonnage :—Return of the Number and Tonnage of Vessels that entered and cleared Coastwise, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and Channel Islands (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1852 and the 31st day of December 1853 :—Like Return from and to the Colonies; further distinguishing *British* from Foreign Vessels; also, from and to Foreign Ports; also, distinguishing *British* from Foreign Vessels :—Return of the Number and Tonnage of Sailing Vessels registered at each of the Ports of the Colonies of the United Kingdom respectively; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1853 :—Similar Return of Steam Vessels and their Tonnage :—Returns of the Number of Vessels, with their Tonnage (distinguishing Steam from Sailing Vessels), that were built and registered, distinguishing Timber from Iron Vessels; also, a similar Return of Vessels sold and transferred; also, a similar Return of Vessels wrecked; also, a similar Return of Vessels broken up, in the Year 1853 :—Of the Number of Colonial-built Vessels, and their Tonnage, registered at each of the Ports of the United Kingdom, in the Year 1853; distinguishing the Number and Tonnage of each Colony respectively :—Similar Return of the Number of Foreign-built Vessels and their Tonnage :—And, Return of the Shipping employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating *British* from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1853 (in continuation of Parl. Paper, No. 299, of Sess. 1852–53) - - - - - 35

## Shipping (Ireland) :

250. Return of the Number and Tonnage of the Vessels entering and clearing Outwards of the several Ports of *Ireland*, from and to Foreign Ports, distinguishing the Foreign from the Shipping of the United Kingdom; the Number and Tonnage of the Vessels employed in the Channel and Coasting Trade (those from and to a Port within a Port to be given separately from the Port itself); also, the Number and Tonnage of the Vessels registered in the several Ports of *Ireland*, Year by Year, for the Four Years commencing the 5th day of January 1850, and ending the 5th day of January 1854 (in continuation of Parliamentary Paper, No. 171, of Session 1851) - - - - - 49

## Apprentices (Merchant Sea Service) :

233. Return of the Number of Apprentices in the Merchant Sea Service on the 1st day of January 1850 and the 1st day of January 1854 - - - - - 55

## Bristol Channel :

286. Transcript of the Short-hand Writer's Minutes of Evidence taken before Captain *Beechey*, R.N., at an Inquiry into the present system of Pilotage of the *Bristol Channel* - - - - - 57

## British Ships :

45. Returns of *British* Ships employed in the Trade of the United Kingdom, in the Year 1853, as compared with the Four previous Years, not including repeated Voyages - - - - - 203



Mercantile Marine Fund :

243. Account of the Income and Expenditure under the Mercantile Marine Act (1850), and Steam Navigation Act (1851), for the Year ending 31 December 1853 :— Prepared pursuant to Act 13 & 14 Vict. c. 93, and 14 & 15 Vict. c. 79, p. 205

Merchant Seamen's Fund :

242. Account of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, from 1 January to 31 December 1853, with an Account of the Sums received and paid for the Wages and Effects of deceased Seamen in the Year 1853 ; with explanatory Letter from the Board of Trade to the Treasury - - - 211

Steam Vessels :

141. Return of the whole of the Registered Steam Vessels of the United Kingdom on the 1st day of January 1854 ; distinguishing Vessels built of Iron, and also Vessels having Screw Propellers, and giving the Aggregate Number of Vessels, and Amount of Tonnage - - - - - 219

Vessels and Tonnage :

390. Return showing the Number of Vessels and of Tonnage entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom ; also, the Official and Declared Value of Exports, and Official Value of Imports, for each of the said Ports, during the Years 1851, 1852 and 1853 (in continuation of Parl. Paper, No. 656, of Session 1851) - - - - - 241

" Annie Jane," Ship :

- [1724.] Report of an Investigation into the Loss of the "*Annie Jane*," made by direction of the Board of Trade, by Captain *F. W. Beechy*, R.N. - - - - 245

" Olinda," Ship :

- [1726.] Report of an Investigation into the Loss of the "*Olinda*," of *Liverpool*, made under the direction of the Board of Trade by Captain *W. H. Walker* - - - 331

" Tayleur," The Ship :

- [1720.] Report of an Investigation into the Loss of the "*Tayleur*," of *Liverpool*, made under the direction of the Board of Trade, by Captain *W. H. Walker* - 351
167. Copy of the Report and Evidence taken before the *Liverpool* Marine Board, in the case of Captain *Noble* of the "*Tayleur*" - - - - - 375

Harbors of Refuge :

276. Detailed Statement relative to the Harbors of Refuge at *Dover*, *Harwich*, *Alderney*, *Jersey* and *Portland* ; together with the Quarterly Reports of the Engineers, for the Year ending 31 March 1854 - - - - - 389

Channel Islands :

26. Account of the several Sums paid for the Purchase of Land in the Channel Islands for Harbour and for Fortification Purposes ; stating the Place where situated, the Extent of the Land, the Date when purchased, and the Prices paid for the same - - - - - 417

Dover Harbour :

67. Return of all Sums received by the Warden and Assistants of *Dover* Harbour on account of Tonnage Duties from the 10th day of October 1849 to the 10th day of October 1852 (in continuation of Parliamentary Paper, No. 488, of Session 1850) - - - - - 425



## POST OFFICE.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 9 February 1854;—for,

- A RETURN, “as nearly as can be estimated, of the Number of CHARGEABLE LETTERS delivered in the United Kingdom in the Year immediately preceding the First General REDUCTION of POSTAGE on the 5th day of December 1839, and for each complete Year subsequent thereto; also, for the First Year, the Number of FRANKS, and for the Last Year, and up to as late a Period as practicable, the Number of LETTERS for each Week in which they were counted:”
- “ACCOUNT, showing the Gross and Net POST-OFFICE REVENUE, and the COST of MANAGEMENT, for the United Kingdom, for the Year ending the 5th day of January 1838, and for each subsequent Year, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the ENGLISH to the IRISH POST-OFFICE, and Advances to the MONEY-ORDER OFFICE; also disregarding, in the Return for each Year, any Old Debts written off or Postage remitted, or any other Deductions which relate to previous Years:”
- “RETURNS of the PAYMENTS made by the Post-OFFICE during the Year ending the 5th day of January 1838, and each subsequent Year, for the Conveyance of the MAILS by RAILWAY in the United Kingdom; distinguishing in each instance the Payments for Work done within the Year from Payments for Work done in previous Years:”
- “Of the Number and Amount of MONEY-ORDERS issued and paid in the United Kingdom during the Year ending the 5th day of January 1840, and each subsequent Year:”
- “And, of the Expense of the MONEY-ORDER OFFICE, and the Amount received for COMMISSION during the Year ending the 31st day of December 1853; also, the Amount of Profit in that Year, and in each of the four previous Years.”

---

General Post-Office, }  
15 June 1854. }

ROWLAND HILL,  
Secretary.

(*The Judge Advocate.*)

---

Ordered, by The House of Commons, to be Printed,  
20 June 1854.

---

RETURN, as nearly as can be estimated, of the Number of CHARGEABLE LETTERS delivered in the United Kingdom, in the Year immediately preceding the First General REDUCTION of POSTAGE on the 5th day of December 1839, and for each complete Year subsequent thereto; also, for the First Year, the Number of FRANKS, and, for the Last Year, and up to as late a Period as practicable, the Number of LETTERS for each Week in which they were counted.

YEAR ENDING 31st DECEMBER.	ENGLAND AND WALES.			TOTAL, England and Wales.	TOTAL, Ireland.	TOTAL, Scotland.	GROSS TOTAL, United Kingdom.
	Country Offices.	London, Inland, Foreign and Ship.	London District Post.				
Estimated Number of Letters - - 1839	- - -	- - -	- - -	59,982,520	8,301,904	7,623,148	75,907,572
Estimated Number of Franks - - 1839	- - -	- - -	- - -	5,172,284	1,054,508	336,232	6,563,024
Estimated Number of Letters - - 1840	88,071,308	23,569,835	20,872,382	132,008,525	18,210,642	18,554,167	168,768,344
" " 1841	103,395,677	27,966,722	23,108,722	154,471,121	20,794,297	21,234,772	196,500,191
" " 1842	111,115,489	29,385,282	23,389,942	163,890,713	22,328,154	22,215,583	208,434,451
" " 1843	117,704,474	30,908,743	24,881,410	173,494,627	23,482,463	23,473,216	220,450,306
" " 1844	129,096,023	33,575,936	26,980,460	189,652,419	25,937,188	26,502,077	242,091,684
" " 1845	147,227,431	36,097,711	30,828,486	214,153,628	28,587,993	28,669,168	271,410,789
" " 1846	162,624,024	39,993,681	33,261,050	235,878,755	32,572,947	31,135,060	299,586,762
" " 1847	175,023,407	43,757,540	34,630,817	253,411,764	35,473,316	33,261,163	322,146,243
" " 1848	180,716,102	45,991,153	33,672,747	260,380,002	34,887,481	33,563,101	328,830,184
" " 1849	187,382,329	45,845,683	33,960,398	267,188,410	35,463,913	34,746,876	337,399,199
" " 1850	192,508,628	44,856,170	38,887,844	276,252,642	35,388,895	35,427,534	347,069,071
" " 1851	199,746,304	47,819,499	40,585,952	288,151,755	35,982,782	36,512,649	360,647,187
[ " " 1852	212,633,733	51,171,423	40,403,207	304,208,363	37,449,953	37,843,182	379,501,499
" " 1853	232,504,177	54,402,023	42,816,314	329,722,514	40,419,665	40,675,310	410,817,489
Week ending,							
21 January 1853 - -	4,404,544	1,021,021	854,914	6,280,479	757,707	758,712	7,796,898
21 February " - -	4,499,007	1,026,056	901,295	6,426,358	766,813	788,389	7,981,560
21 March " - -	4,388,133	1,063,690	831,581	6,283,354	747,265	784,012	7,814,631
21 April " - -	4,375,254	1,087,567	879,880	6,342,701	772,955	755,851	7,871,507
21 May " - -	4,191,631	976,615	828,868	5,997,114	768,245	757,507	7,522,866
21 June " - -	4,300,116	1,035,395	845,765	6,181,276	798,202	767,874	7,747,442
21 July " - -	4,515,066	1,053,714	802,750	6,371,530	763,845	770,828	7,906,203
21 August " - -	4,575,421	1,072,698	716,541	6,364,660	802,833	804,346	7,971,839
21 September " - -	4,550,588	1,007,357	713,272	6,271,217	783,333	790,222	7,844,772
21 October " - -	4,645,225	1,050,436	808,704	6,504,365	796,776	787,377	8,088,518
21 November " - -	4,506,992	1,051,914	799,865	6,358,771	772,215	797,628	7,928,614
21 December " - -	4,702,833	1,107,850	897,303	6,707,986	797,336	823,864	8,329,186
21 January 1854 - -	4,862,518	1,096,220	905,680	6,864,418	803,705	815,024	8,483,147

AN ACCOUNT,

AN ACCOUNT, showing the Gross and Net Post-Office Revenue and the Cost of Management for the United Kingdom, for the Year ending the 5th January 1838, and for each subsequent Year; excluding from the Account whether of Gross Revenue or Cost of Management, any Advances that may have been made by the ENGLISH to the IRISH Post-Office and Advances to the MONEY-ORDER OFFICE; also disregarding, in the Return for each Year, any Old Debts written off, or Postage remitted, or any other Deductions which relate to previous Years.

YEAR ENDING.	Gross Revenue.*			Cost of Management.†			Net Revenue.			Postage Charged on the Government Departments.			Net Revenue, exclusive of Charges on the Government Departments.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
5 January 1838 -	2,339,737	18	3½	687,313	10	7½	1,652,424	7	7½	38,528	12	-	1,613,895	15	7½
" 1839 -	2,346,278	-	9½	686,768	3	6½	1,659,509	17	2½	45,156	-	11	1,614,353	16	3½
" 1840 †	2,390,763	10	1½	756,999	7	4	1,633,764	2	9½	44,277	13	4	1,589,486	9	5½
" 1841 -	1,359,466	9	2	858,677	-	5½	500,789	8	8½	90,761	3	2	410,028	5	6½
" 1842 -	1,499,418	10	11½	938,168	19	7½	561,249	11	4½	113,255	15	10	447,993	15	6½
" 1843 -	1,578,145	16	7½	977,604	10	3	600,541	6	4½	122,161	8	9	478,479	17	7½
" 1844 -	1,620,867	11	10	980,650	7	5½	640,217	4	4½	116,503	1	-	523,714	3	4½
" 1845 -	1,705,067	16	4	985,110	13	10½	719,957	2	5½	109,232	13	5½	610,724	8	11½
" 1846 -	1,887,576	13	11½	1,125,594	5	-	761,982	8	11½	101,190	19	-½	660,791	9	11½
" 1847 -	1,963,857	9	9½	1,138,745	2	4½	825,112	7	5	100,354	19	-	724,757	8	5
" 1848 -	2,181,016	16	-½	1,196,520	1	6½	984,496	14	6	121,290	13	9	863,206	-	9
" 1849 -	2,143,679	19	6	1,403,250	13	2½	740,429	6	4	115,902	13	7	624,526	12	9
" 1850 -	2,165,349	17	9½	1,324,562	16	10	840,787	-	11½	106,923	18	-	733,866	2	11½
" 1851 -	2,264,684	5	3½	1,460,785	13	10½	803,898	11	5½	109,523	13	7	694,374	17	10½
" 1852 -	2,422,168	4	1½	1,304,163	12	8½	1,118,004	11	4½	167,129	3	7½	950,875	7	9½
" 1853 * *	2,434,326	16	7	1,343,907	3	1½	1,090,419	13	5½	124,977	11	10	965,442	1	7½
" 1854 -	2,574,407	15	2½	1,400,679	15	10	1,173,727	19	4½	134,112	8	11	1,039,615	10	5½

\* Namely, the Gross Receipts, after deducting the Returns for "Refused Letters," &c.

† Including all payments out of the Revenue in its progress to the Exchequer, except advances to the Money-Order Office. Of these sums, 10,307 l. 10 s. per annum is for Pensions, and 437 l. 12 s. 6 d. for money paid on account of the Milford Road Fund, and forms no part of the Disbursements on account of the service of the Post-Office.

‡ This year includes one month of the Fourpenny Rate.

§ This includes a payment of 193,086 l. 5 s. 1 d. for the conveyance of Mails by Railway in previous years.

|| This includes a payment of 192,975 l. 13 s. 11 d. for the conveyance of Mails by Railway in previous Years.

¶ This includes the sum of 31,899 l. 16 s. 2 d. chargeable against the "Census" Office in the Year.

\*\* The revenue and expenditure of the North American provinces, amounting for the last complete year, to 96,164 l. 2 s. 2 d. and 71,171 l. 13 s. 4 d. respectively, no longer appear in the accounts of this Department, with the exception that the present year's accounts include one quarter's revenue and expenditure for Canada.

(signed) Charles Compton, Accountant-General.

RETURN of the PAYMENTS made by the Post-Office during the Year ending the 5th day of January 1838, and each subsequent Year, for the Conveyance of the MAILS by RAILWAY in the United Kingdom, distinguishing in each instance the Payments for Work done within the Year from Payments for Work done in previous Years.

PAYMENTS made during the Year ended				For Work Done within the Year.			For Work Done in previous Years.			TOTAL PAYMENTS.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
5 January 1838	-	-	-	1,312	13	11	321	15	-	1,743	19	11 *
" 1839	-	-	-	12,623	1	10	240	10	5	13,007	13	9 *
" 1840	-	-	-	48,250	6	5	4,479	14	9	52,860	8	8 *
" 1841	-	-	-	51,317	19	2	483	7	6	52,362	18	6 *
" 1842	-	-	-	86,018	15	7	9,299	12	3	96,190	4	6 *
" 1843	-	-	-	75,558	6	8	2,511	18	11	78,464	13	8 *
" 1844	-	-	-	82,624	2	2	14,236	8	3	97,526	14	1 *
" 1845	-	-	-	63,221	15	3	28,087	19	3	92,493	16	10 *
" 1846	-	-	-	71,013	12	9	108,893	13	9	181,111	5	5 *
" 1847	-	-	-	75,615	11	-	33,850	3	2	110,480	19	4 *
" 1848	-	-	-	82,259	10	9	38,261	2	9	121,859	18	4 *
" 1849	-	-	-	120,855	2	-	196,086	5	1	318,631	7	6 *
" 1850	-	-	-	128,713	11	2	99,583	11	-	230,079	5	10 * +
" 1851	-	-	-	206,357	2	6	192,975	13	11	400,964	3	1 *
" 1852	-	-	-	155,575	15	8	87,272	5	5	242,848	1	1
" 1853	-	-	-	194,000	9	-	135,963	5	4	329,963	14	4
" 1854	-	-	-	211,456	16	11	163,402	6	2	374,859	3	1

\* The amounts marked (\*) include certain sums (being the amounts paid by Postmasters) which do not appear in the preceding columns, as the payments for these services cannot be distinguished; the amounts, however, are not large.

+ In addition to this amount, a sum of 25,000 l. was paid to the Chester and Holyhead Railway Company on account; but the portion for the work done in previous years cannot be distinguished, the rate of payment not having been then fixed.

(signed) W. T. Wedderburn.

RETURN of the Number and Amount of MONEY-ORDERS issued and paid in the United Kingdom during the Year ending the 5th January 1840, and each subsequent Year, the Returns being to a certain extent estimated, as respects *England*, up to the 5th April 1847, inclusive.

## MONEY-ORDERS ISSUED.

For the Years ended	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
5 January 1840 -	142,723	240,063 5 4	30,015	47,295 8 4	16,183	25,765 19 4	188,921	313,124 13 -
" 1841 -	482,764	802,827 16 8	53,507	77,167 9 2	51,526	80,980 4 5	587,797	960,975 10 3
" 1842 -	1,290,115	2,657,969 4 3	125,170	215,382 12 8	137,560	254,155 13 4	1,552,845	3,127,507 10 3
" 1843 -	1,767,626	3,709,778 12 2	169,910	295,878 8 11	174,444	331,520 14 3	2,111,980	4,337,177 15 4
" 1844 -	2,086,009	4,369,344 4 10	206,179	358,884 5 3	207,335	384,612 7 1	2,501,523	5,112,840 17 2
" 1845 -	2,333,693	4,858,885 14 9	232,525	391,692 9 9	240,585	444,817 2 10	2,806,803	5,695,395 7 4
" 1846 -	2,627,443	5,463,453 10 7	258,144	435,330 17 3	290,539	514,576 13 4	3,176,126	6,413,361 1 2
" 1847 -	2,881,899	5,926,473 13 11	299,521	519,877 1 5	333,859	624,706 - 11	3,515,079	7,071,056 16 3
" 1848 -	3,286,375	6,600,658 - 2	343,156	585,454 15 10	401,654	717,064 7 9	4,031,185	7,903,177 3 9
" 1849 -	3,468,823	6,861,803 13 -	359,043	604,192 13 8	375,785	685,298 13 -	4,203,651	8,151,294 19 8
From 6 January to 31 December 1849 -	3,515,839	6,880,865 11 2	358,578	592,504 14 3	374,474	679,273 12 1	4,248,891	8,152,643 17 6
From 1 January to 31 December 1850 -	3,677,112	7,173,622 13 11	377,436	623,732 8 6	385,165	697,143 8 2	4,439,713	8,494,498 10 7
From 1 January to 31 December 1851 -	3,878,497	7,518,060 14 1	392,848	653,359 19 5	389,680	709,000 2 7	4,661,025	8,880,420 16 1
From 1 January to 31 December 1852 -	4,158,753	8,061,061 1 11	393,879	656,110 15 1	395,193	721,106 - 2	4,947,825	9,438,277 17 2
From 1 January to 31 December 1853 -	4,405,365	8,501,517 17 -	396,966	662,547 5 7	412,959	752,130 2 5	5,215,290	9,916,195 5 -

## MONEY-ORDERS PAID.

For the Years ended	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
5 January 1840 -	124,004	208,586 2 7	47,022	71,426 5 3	17,609	31,715 1 3	188,615	311,727 9 1
" 1841 -	429,600	739,963 18 2	89,388	120,950 11 7	50,900	83,372 17 3	569,888	944,287 7 -
" 1842 -	1,268,660	2,638,060 10 11	158,651	245,887 18 8	132,899	256,147 17 1	1,560,210	3,140,096 6 8
" 1843 -	1,734,423	3,687,458 10 10	191,172	297,156 12 1	179,301	348,993 9 -	2,104,896	4,333,608 11 11
" 1844 -	2,047,605	4,323,820 18 4	232,026	355,973 6 1	216,100	411,664 12 6	2,495,731	5,091,458 16 11
" 1845 -	2,271,979	4,822,208 2 5	263,070	398,061 4 11	247,070	469,821 11 5	2,782,119	5,690,090 18 9
" 1846 -	2,540,456	5,348,411 4 4	316,814	483,339 11 3	281,757	539,977 14 3	3,139,027	6,371,728 9 10
" 1847 -	2,798,682	5,816,084 12 7	395,014	611,320 - 8	316,107	616,692 10 3	3,509,803	7,044,097 3 6
" 1848 -	3,138,010	6,425,350 15 -	545,709	806,770 19 1	345,811	666,873 5 10	4,029,530	7,898,894 19 11
" 1849 -	3,384,068	6,816,573 10 1	470,842	665,523 8 10	348,508	670,389 10 8	4,203,438	8,152,486 9 7
From 6 January to 31 December 1849 -	3,419,861	6,844,633 5 7	476,259	644,430 10 9	349,232	669,292 17 8	4,245,352	8,158,356 14 -
From 1 January to 31 December 1850 -	3,559,900	7,098,429 7 2	503,980	681,943 4 9	367,355	702,682 9 11	4,431,235	8,483,055 1 10
From 1 January to 31 December 1851 -	3,743,803	7,432,163 6 2	531,514	721,713 5 -	382,126	732,366 17 9	4,657,443	8,876,243 8 11
From 1 January to 31 December 1852 -	4,016,026	7,931,510 13 8	526,233	730,490 3 11	400,600	761,718 5 3	4,942,859	9,423,719 2 10
From 1 January to 31 December 1853 -	4,240,704	8,339,938 2 7	551,555	778,196 7 8	420,806	802,161 19 7	5,213,065	9,920,296 9 10

The Commission on Money-Orders was, on and from the 20th November 1840, reduced as follows:—

For any sum not exceeding 2*l.*, from 6*d.* to 3*d.*

For any sum above 2*l.* and not exceeding 5*l.*, from 1*s.* 6*d.* to 6*d.*

Money-Order Office,

(signed) F. R. Jackson, President.

RETURN

RETURN of the EXPENSE of the MONEY-ORDER OFFICE, and the Amount received for COMMISSION during the Year ended 31st December 1853; and also the Amount of PROFIT in that Year, and in each of the Four previous Years.

	EXPENSES OF THE METROPOLITAN AND COUNTRY MONEY-ORDER OFFICES.							SHARE OF EXPENSES. (a)				
	Salaries and Allowances.	Compensations.	Taxes and Rates.	Repairs and Fittings.	Light.	Fuel.	Stationery and Printing.	Secretary's Clerks.	Accountant-General's Office.	Receiver-General's Office.	Solicitor's Expenses.	TOTALS.
ENGLAND AND WALES:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
London { Chief Office -	21,468	30	110*	30*	90*	70*	4,026(b)	691	551*	1,533*	115	
Branch Offices -	1,568	—	—	—	—	—	—	—	—	—	—	
London Receivers -	5,551	—	—	—	—	—	—	—	—	—	—	
Country Offices* -	21,768(c)	289	—	—	—	—	—	—	—	—	—	
TOTALS - - -	50,350	319	110	30	90	70	4,026	691	551	1,533	115	57,885
IRELAND:												
Dublin Office - -	4,516	—	—	9	4	15	568	140	100	90	89	
Country Offices* -	2,914(c)	6	—	—	—	—	—	—	—	—	—	
TOTALS - - -	7,430	6	—	9	4	15	568	140	100	90	89	8,451
SCOTLAND:												
Edinburgh Office -	3,172	42	—	13	5*	10*	153	70	107*	273	—	
Country Offices* -	2,544(c)	—	—	—	—	—	—	—	—	—	—	
TOTALS - - -	5,716	42	—	13	5	10	153	70	107	273	—	6,389
UNITED KINGDOM - £.	63,496	367	110	52	99	95	4,747	901	758	1,896	204	72,725

\* Expenses marked thus are estimated.

(a) The following expenses are omitted in this Return; viz., expenses of general superintendence by Postmaster-General and Secretaries; expenses of Surveyors, and (except those of prosecutions) of the Department's Solicitor for England. Rent or cost of erecting Money-Order Offices, or interest thereon, and postage of money-order advices, &c. On the other hand, no credit is taken for the addition to the ordinary revenue of the Post-Office, caused by the correspondence arising from money orders.

(b) A small part only of the expense of stationery enters generally into the amount of Post-Office expenditure, but in this Return the whole expense is given.

(c) Taken at the estimate for the year 1847, with the additional allowances granted since that time to certain Postmasters, at a rate varying from 3*l.* to 5*l.* per thousand transactions.

AMOUNT OF COMMISSION.*		PROFIT in 1853.		TOTAL PROFIT in each of the last Five Years.	
	£.		£.		£.
ENGLAND AND WALES - - - -	72,287	ENGLAND AND WALES -	14,402	1849 - - - -	322
IRELAND - - - -	7,681	SCOTLAND - - - -	517	1850 - - - -	3,236
SCOTLAND (including 52 <i>l.</i> interest on the Bank account) - - - -	6,906	TOTAL - - - -	14,919	1851 - - - -	7,437
TOTAL for the UNITED KINGDOM - - - -	86,874	Deduct Loss in Ireland -	770	1852 - - - -	10,689†
		TOTAL - - £.	14,149	1853 - - - -	14,149

\* In these amounts each country is credited with one-half of the commission on orders paid in that country, but issued in another part of the United Kingdom.

† Owing to an error in the account for Ireland, this sum was entered in the last Return 11,664*l.*

ANNUAL INCREASE or DECREASE in the Number of MONEY ORDERS, as compared in each case with the Number in the Year preceding.

	England and Wales.	Ireland.	Scotland.	United Kingdom.
1849 - - - -	About 3 per cent increase	About 2 per cent. increase	About 1½ per cent increase	About 2½ per cent. increase.
1850 - - - -	" 3 ditto - ditto -	" 4 ditto - ditto -	" 2½ ditto - ditto -	" 3 ditto - ditto.
1851 - - - -	" 5 ditto - ditto -	" 5 ditto - ditto -	" 2½ ditto - ditto -	" 5 ditto - ditto.
1852 - - - -	" 7 ditto - ditto -	" ½ ditto - decrease	" 3 ditto - ditto -	" 7 ditto - ditto.
1853 - - - -	" 6 ditto - ditto -	" 2 ditto - increase	" 4½ ditto - ditto -	" 5 ditto - ditto.
Average Annual INCREASE	About 5 per cent. increase	About 2½ per cent. increase	About 3 per cent. increase	About 4½ per cent. increase.

PROPORTION of MONEY ORDERS to Population in the Year 1853.

England and Wales - - - -	23 per cent., or 1 money order to about 4 persons.
Ireland - - - -	7½ ditto - or 1 - ditto - to about 13 persons.
Scotland - - - -	14 ditto - or 1 - ditto - to about 7 persons.
United Kingdom - - - -	19 ditto - or 1 - ditto - to about 5 persons.

(signed) *Frederic Hill,*  
Assistant Secretary to the Postmaster-General.

**POST OFFICE.**

---

**RETURN** of the Number of **CHARGEABLE LETTERS** delivered in the United Kingdom in the Year immediately preceding the first general Reduction of Postage on 6th December 1839, and for each complete Year subsequent thereto; **ACCOUNT** of **GROSS** and **NET POST-OFFICE REVENUE**, and **COST OF MANAGEMENT**, with the **PAYMENTS** for **CONVEYANCE** of **MAILS** by **RAILWAY** in the United Kingdom, in each Year from 5 January 1838; Number and Amount of **MONEY-ORDERS** Issued and Paid in each Year from 1840 to 1863; and **Expense** of **MONEY-ORDER OFFICE**, and Amount received as **Commission** during the Year 1863; also, Amount of **PROFIT** in that, and each of the four previous Years.

*(The Judge Advocate.)*

---

*Ordered, by The House of Commons, to be Printed,  
20 June 1854.*

---



# **POST OFFICE.**

RETURN to an Order of the Honourable The House of Commons,  
dated 10 March 1854;—for,

**ACCOUNTS** “ of the **GROSS** and **NET POST-OFFICE REVENUE**, including the Income derived from Foreign and Colonial Postage, and the Cost of Management, for the Year ending January 1854:”

“ Of the **CHARGES** of **MANAGEMENT** for the United Kingdom, under the different Heads, for the Year ending January 1854:”

“ Of the **PAYMENTS** made by the Post Office for the **CONVEYANCE** of **MAILS** by **RAILWAY** within the United Kingdom, during the Year ending January 1854; distinguishing, in each Instance, Payments for Work done within the Year from Payments for Work done in previous Years:”

“ Of **PAYMENTS** out of **POST-OFFICE REVENUE** other than Charges of Management:”

“ Of the **EXPENSE** of the **MONEY-ORDER OFFICE**, and the Amount received for Commission during the Year ending January 1854:”

“ And, of the **AMOUNT** paid by each of the **PUBLIC DEPARTMENTS** under the Head of **POSTAGE**, for the Year ending January 1854.”

General Post Office, }  
16 June 1854. }

**ROWLAND HILL,**  
Secretary.

**AN ACCOUNT**, showing the **GROSS** and **NET POST-OFFICE REVENUE**, including the Income derived from Foreign and Colonial Postage, and the Cost of Management for the United Kingdom, for the Year ended 5th January 1854.

YEAR ENDED	GROSS REVENUE	RETURNED LETTERS, &c.	COST of MANAGEMENT.	Other than Charges of Management.	NET REVENUE
	£.   s.   d.	£.   s.   d.	£.   s.   d.	£.   s.   d.	£.   s.   d.
6 January 1854     -	2,631,944 13 8½	* 57,536 18 6½	1,389,934 13 4	10,745 2 6	1,173,727 19 4½

\* This includes the Sum of 29,105 l. 15 s. 11 d., the amount of Postage charged on the East India Company written off by order of the Lords of Her Majesty's Treasury.

**AN ACCOUNT of the CHARGES of MANAGEMENT for the United Kingdom, under the different Heads, for the Year ended 5th January 1854.**

	£.	s.	d.	£.	s.	d.
<b>Salaries and Allowances :</b>						
Salaries to Postmaster-General, Officers and Clerks ; Wages and Allowances to Letter Carriers and Messengers - - - - -	311,992	1	9			
Salaries and Allowances to Deputy Postmasters and Agents, including those in the Colonies and Foreign Countries ; Wages to Letter Carriers, &c. - - -	261,243	4	1	573,235	5	10
<b>Poundage :</b>						
Poundage on Sale of Postage Stamps - - -	13,144	2	2			
Poundage to Letter Receivers on Money Orders -	7,289	15	8	20,433	17	10
<b>Special Services :</b>						
Special Services and Travelling Charges - -	-	-	-	35,420	16	11
<b>Conveyance of Mails, Riding Work, &amp;c. :</b>						
Conveyance of Mails by Railway - - - -	372,044	12	1			
Riding Work, &c. by Deputy Postmasters - -	169,784	14	1			
Mileage of Mail Coaches, and other Coach Expenses, including Wages to Mail Coach Guards - -	109,320	6	6½			
Tolls paid on Mail Coaches - - - - -	3,385	-	11			
Conveyance of Mails in Jamaica, &c. - - -	6,541	10	2			
Payments to Foreign Governments for conveyance of Mails - - - - -	3,639	8	11			
Ship Letter Gratuities - - - - -	8,687	7	11	673,403	-	7½
<b>Rents and Taxes :</b>						
Rent of Offices, Taxes and Tithes - - - -	-	-	-	8,603	8	4½
<b>Buildings, Repairs and Contingencies :</b>						
Buildings and Repairs - - - - -	12,647	12	5½			
Coals, Candles, Oil and Gas - - - - -	4,712	13	2½			
Tradesmen's Bills - - - - -	4,851	2	5	22,211	8	1
<b>Law Charges :</b>						
Amount paid for Law Charges - - - - -	-	-	-	4,677	15	3½
<b>Stationery, Printing, &amp;c. :</b>						
Stationery and Printing, &c. - - - - -	818	13	3½			
Official Postage - - - - -	27,196	18	11½	28,015	12	3½
<b>Superannuation Allowances :</b>						
Amount of Superannuation Allowances paid in the Year to 5th January 1854 - - - - -	-	-	-	*14,392	1	3
<b>Allowances for Offices abolished, and Compensations :</b>						
Allowances for Offices abolished - - - -	3,941	18	1			
Compensation for Loss of Emoluments - - -	3,077	15	11			
<b>Other Payments :</b>						
Allowances to wounded Men and Widows of Seamen, late of the Packet Service - - - - -	352	16	9			
Loss by Exchange on Colonial Remittances - -	284	7	7½			
Miscellaneous Payments - - - - -	1,884	8	5½	2,521	12	10
	£.			1,389,934	13	4

\* This is the net sum paid for Superannuation Allowances, after deducting 4,676 l. 0 s. 3 d. for the United Kingdom, as abatements from Salaries of Officers appointed subsequently to August 1829, under provision of the Act 4 & 5 Will. 4, c. 24.

(signed)

*Cha' Compton,*  
General Post Office.

RETURN of the PAYMENTS made by the Post Office for the CONVEYANCE of MAILS by RAILWAY within the United Kingdom, during the Year ending 5 January 1854, distinguishing the Payments for Work done within the Year from Payments for Work done in previous Years.

	For Work done within the Year.	For Work done in previous Years.	TOTAL PAYMENTS.
	£. s. d.	£. s. d.	£. s. d.
5 January 1854 - -	211,456 16 11	163,402 6 2	374,859 3 1

(signed) *W. T. Wedderburn.*

AN ACCOUNT of PAYMENTS out of the Post Office Revenue of *Great Britain* in its Progress to the Exchequer, other than Charges of Management, in the Year ended 5 January 1854.

PARLIAMENTARY GRANTS.	£. s. d.
To his Grace the Duke of Marlborough - - - - -	4,000 - -
To his Grace the Duke of Grafton - - - - -	3,407 10 -
To the Heirs of his Grace the Duke of Schomberg - - - - -	2,900 - -
Money paid the Commissioners for carrying into execution the several Acts relating to the issue of Exchequer Bills for Public Works, on account of the Milford Road Fund, being the estimated produce of the additional duty levied under the authority of the Act 6 Will. 4, c. 25, one year to 5 January 1853 - - - - -	437 12 6
TOTAL - - - £.	10,745 2 6

(signed) *Chas Compton,*  
Accountant-General.

**RETURN of the EXPENSE of the MONEY-ORDER OFFICE, and the Amount received for Commission, during the Year ending 31 December 1853.**

	EXPENSES OF THE METROPOLITAN AND COUNTRY MONEY-ORDER OFFICES.							SHARE OF EXPENSES. (a)				TOTALS.
	Salaries and Allowances.	Compensations.	Taxes and Rates.	Repairs and Fittings.	Light.	Fuel.	Stationery and Printing.	Secretary's Clerks.	Accountant-General's Office.	Receiver-General's Office.	Solicitor's Expenses.	
<b>ENGLAND AND WALES:</b>	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
London { Chief Office - - -	21,463	30	*110	*30	*90	70	(b)4,026	691	*551	*1,533	115	
Branch Offices - - -	1,568	-	-	-	-	-	-	-	-	-	-	
London Receivers - - -	5,551	-	-	-	-	-	-	-	-	-	-	
Country Offices - - -	*21,768(c)	289	-	-	-	-	-	-	-	-	-	
<b>TOTALS - - - £.</b>	<b>50,350</b>	<b>319</b>	<b>110</b>	<b>30</b>	<b>90</b>	<b>70</b>	<b>4,026</b>	<b>691</b>	<b>551</b>	<b>1,533</b>	<b>115</b>	<b>57,885</b>
<b>IRELAND:</b>												
Dublin Office - - -	4,516	-	-	9	4	15	568	140	100	90	89	
Country Offices - - -	*2,914(c)	6	-	-	-	-	-	-	-	-	-	
<b>TOTALS - - - £.</b>	<b>7,430</b>	<b>6</b>	<b>-</b>	<b>9</b>	<b>4</b>	<b>15</b>	<b>568</b>	<b>140</b>	<b>100</b>	<b>90</b>	<b>89</b>	<b>8,451</b>
<b>SCOTLAND:</b>												
Edinburgh Office - - -	3,172	42	-	13	*5	*10	153	70	*107	*273	-	
Country Offices - - -	*2,544(c)	-	-	-	-	-	-	-	-	-	-	
<b>TOTALS - - - £.</b>	<b>5,716</b>	<b>42</b>	<b>-</b>	<b>13</b>	<b>5</b>	<b>10</b>	<b>153</b>	<b>70</b>	<b>107</b>	<b>273</b>	<b>-</b>	<b>6,389</b>
<b>UNITED KINGDOM - - - £.</b>	<b>63,496</b>	<b>367</b>	<b>110</b>	<b>52</b>	<b>99</b>	<b>95</b>	<b>4,747</b>	<b>901</b>	<b>758</b>	<b>1,896</b>	<b>204</b>	<b>72,725</b>

\* Expenses marked thus (\*) are estimated.

(a) The following Expenses are omitted in this Return; viz., Expenses of general superintendence by Postmaster-General and Secretaries; Expenses of Surveyors and (except those of Prosecutions) of the Department's Solicitor for England; Rent or Cost of erecting Money-Order Offices, or Interest thereon, and Postage of Money-Order Advices, &c. On the other hand, no Credit is taken for the addition to the ordinary Revenue of the Post Office caused by the Correspondence arising from Money Orders.

(b) A small part only of the Expense of Stationery enters generally into the Account of Post-Office Expenditure, but in this Return the whole Expense is given.

(c) Taken at the Estimate for the Year 1847, with the additional allowances granted since that time to certain Postmasters, at a rate varying from 3 l. to 5 l. per thousand transactions.

**AMOUNT OF COMMISSION:†**

	£.
ENGLAND AND WALES - - - - -	72,287
IRELAND - - - - -	7,681
SCOTLAND (including 52 l. Interest on the Bank Account) - - - - -	6,906
<b>TOTAL for the UNITED KINGDOM - - - £.</b>	<b>86,874</b>

† In these amounts each Country is credited with One-half of the Commission on Orders paid in that Country, but issued in another part of the United Kingdom.

PROFIT in 1853.		TOTAL PROFIT in each of the last Five Years.	
	£.		£.
England and Wales - -	14,402	1849 - - - -	322
Scotland - - - -	517	1850 - - - -	3,236
		1851 - - - -	7,437
<b>TOTAL - - - £.</b>	<b>14,919</b>	1852 - - - -	10,689 ‡
Deduct Loss in Ireland - -	770	1853 - - - -	14,149
<b>TOTAL - - - £.</b>	<b>14,149</b>		

‡ Owing to an error in the Account for Ireland, this Sum was entered in the last Return, 11,644 l.

(signed) *Frederic Hill,*  
Assistant Secretary to the Postmaster-General.

UNITED KINGDOM.

**AN ACCOUNT of the AMOUNT Paid by each of the PUBLIC DEPARTMENTS under the Head of Postage,  
for the Year ended 5 January 1854.**

GREAT BRITAIN.				£.	s.	d.	IRELAND.				£.	s.	d.	
Adjutant-General's Office	-	-	-	2,373	5	5	Adjutant-General's Office	-	-	-	280	12	2	
Admiralty	-	-	-	10,831	12	11	Board of Education	-	-	-	761	19	5	
Audit Office	-	-	-	7,991	12	4	Board of Public Works	-	-	-	497	8	1	
Board of Trade	-	-	-	786	16	3	Census Commissioners	-	-	-	1,264	4	6	
Lord Chancellor	-	-	-	31	5	4	Central Loan Fund	-	-	-	13	11	-	
Chelsea Hospital	-	-	-	140	8	8	Chief and Under Secretary	-	-	-	849	17	8	
Colonial Office	-	-	-	9,432	9	5	Commander of the Forces	-	-	-	39	12	10	
Commander-in-Chief	-	-	-	667	10	9	Commissariat	-	-	-	—			
Census Office	-	-	-	36	14	7	Constabulary	-	-	-	1,898	17	6	
Colonial Land Commissioners	-	-	-	336	13	5	Customs	-	-	-	1	17	2	
Council Office	-	-	-	3,986	16	10	General Post Office	-	-	-	3,052	8	8	
Customs	-	-	-	4,765	17	9	Lord Lieutenant and Private Secretary	-	-	-	72	7	1	
Excise Office	-	-	-	13	7	6	Ordnance Survey	-	-	-	17	8	2	
Foreign Office	-	-	-	10,679	13	3	Ordnance Office (Castle)	-	-	-	101	7	11	
General Post Office	-	-	-	20,821	1	6	Paymaster of Civil Services	-	-	-	87	10	8	
Home Office	-	-	-	2,558	13	9	Poor Law Commissioners	-	-	-	3,156	2	7	
Inclosure Commissioners	-	-	-	439	9	2	Quartermaster-General	-	-	-	86	12	11	
Inland Revenue	-	-	-	3,741	3	8	Registrar-General's Office	-	-	-	419	10	8	
Irish Office	-	-	-	49	8	4	Stamp Office	-	-	-	155	13	5	
Quartermaster-General's	-	-	-	341	12	3	TOTAL	-	-	-	£.	12,846	17	5
Registrar of Merchant Seamen	-	-	-	2,723	2	3	TOTAL OF GREAT BRITAIN	-	-	-	£.	141,805	6	5
Ordnance Office	-	-	-	7,048	14	5	TOTAL OF UNITED KINGDOM	-	-	-	£.	*154,652	3	10
Paymaster-General's Office	-	-	-	558	7	2								
Poor Law Commissioners	-	-	-	2,412	18	3								
Registrar-General	-	-	-	5,915	12	2								
Science and Art	-	-	-	208	1	8								
Treasury	-	-	-	4,711	15	—								
Tithes Commissioners	-	-	-	501	12	2								
War Office	-	-	-	37,204	3	9								
Woods and Forests	-	-	-	352	11	—								
Works and Buildings	-	-	-	142	15	6								
TOTAL	-	-	-	£.	141,805	6	5							

\* This Amount shows the Sum actually paid by the various Government Departments, including the Post-office, during the year ended 5th January 1854.

**Note.**—The whole of the East India Company's Postage, amounting in the year to £.29,105. 15 s. 11 d., is written off, by order of the Lords of Her Majesty's Treasury.

(signed) *Chas Compton,*  
Accountant-General.

POST OFFICE.

ACCOUNTS of the GROSS and NET REVENUE of the Post Office, with the Charges of Management; of the Payments made by the Post Office for Conveyance of Mails by Railway, within the United Kingdom; of Payments other than Charges of Management; of the Expense of the Money Order Office, and Amount received for Commission; and Amount paid by each Public Department under the Head Postage; for the Year ending January 1864.

(*Lord Seymour.*)

5.

---

*Ordered, by The House of Commons, to be Printed,  
20 June 1854.*

---

330.

*Under 1 oz.*

# POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,  
dated 31 January 1854 :—for,

RETURN “ showing the Number of CHARGEABLE LETTERS delivered in the United  
Kingdom in each Year from 1839 to 1853 inclusive.”

ESTIMATE of the Number of CHARGEABLE LETTERS delivered in the United Kingdom  
in each Year from 1839 to 1853 inclusive. \*

Y E A R	Number of Letters.	Annual Increase in the Number of Letters.	Per Centage of Annual Increase reckoned in the Number for 1839.
1839 - -	76,000,000 †	—	—
1840 - -	169,000,000	93,000,000	123 per cent.
1841 - -	196,500,000	27,500,000	36 „
1842 - -	208,500,000	12,000,000	16 „
1843 - -	220,500,000	12,000,000	16 „
1844 - -	242,000,000	21,500,000	28 „
1845 - -	271,500,000	29,500,000	39 „
1846 - -	299,500,000	28,000,000	37 „
1847 - -	322,000,000	22,500,000	30 „
1848 - -	329,000,000	7,000,000	9 „
1849 - -	337,500,000	8,500,000	11 „
1850 - -	347,000,000	9,500,000	12 ½ „
1851 - -	360,500,000	13,500,000	18 „
1852 - -	379,500,000	19,000,000	25 „
1853 - -	411,000,000	31,500,000	41 ½ „

\* The Estimate for 1839 is founded on the ascertained number of Letters for one week in the month of November ; and, strictly speaking, it is for the year ending December 5th, at which time 4 d. was made the maximum rate. The Estimate for each subsequent year is founded on the ascertained number of Letters in each calendar month.—(Vide Return to House of Commons, No. 707, 1853.)

† This is exclusive of about 6,500,000 of Franks.

**POST OFFICE.**

---

**RETURN of the Number of CHARGEABLE  
LETTERS delivered in the United Kingdom in  
each Year from 1839 to 1853 inclusive.**

**(Mr. Wilson.)**

---

*Ordered, by The House of Commons, to be Printed,  
31 January 1854.*

---



# POST-OFFICE MONEY ORDERS.

RETURN to an Order of the Honourable The House of Commons,  
dated 16 June 1854 ;—for,

A RETURN “of the SUMS received by the POST-OFFICE from the 1st day of April last to the 30th day of this present month of June, inclusive, for Printed Forms of Application for MONEY ORDERS; also of the Number of MONEY ORDERS ISSUED, the Gross Amount thereof, and of the Gross Sum received for issuing the same during the Period aforesaid; together with the Cost of Maintaining and Expenses incidental to the MONEY ORDER OFFICES in *Great Britain and Ireland* for the Three Months ending the 30th day of this present month of June.”

General Post-Office, }  
10 August 1854. }

ROWLAND HILL,  
Secretary.

RETURN of the SUMS received by the POST-OFFICE from the 1st day of April last to the 30th day of this present month of June, inclusive, for Printed Forms of Application for MONEY ORDERS; also of the Number of MONEY ORDERS ISSUED, the Gross Amount thereof, and of the Gross Sum received for issuing the same during the Period aforesaid; together with the Cost of Maintaining and Expenses incidental to the MONEY ORDER OFFICES in *Great Britain and Ireland* for the Three Months ending the 30th day of this present month of June.

	Sums Received for Printed Forms of Application for Money Orders.	Number of Money Orders Issued.	Gross Amount of Money Orders Issued.	Commission.	Cost of Maintaining and Expenses incidental to the Money Order Office.*
	£. s. d.		£. s. d.	£. s. d.	£. s. d.
England and Wales - -	93 18 11	1,110,469	2,162,378 12 2	18,550 19 9	14,471 - -
Ireland - - - -	24 19 -	102,639	172,582 11 2	1,642 7 6	2,113 - -
Scotland - - - -	16 4 8	109,488	205,576 4 2	1,810 14 9	1,597 - -
TOTALS - - £.	135 2 7	1,322,541	2,540,537 7 6	22,004 2 -	18,181 - -

\* These sums are estimated from the expenses of last year.

**POST-OFFICE MONEY ORDERS.**

---

**RETURN of the SUMS received by the Post-Office from 1 April last to 30 June inclusive, for Printed Forms of Application for MONEY ORDERS; &c.**

**(*Mr. Bland.*)**

---

***Ordered, by The House of Commons, to be Printed,  
12 August 1854.***

---

## OCEAN POSTAGE.

RETURN to an Address of the Honourable The House of Commons,  
dated 21 July 1854 ;—for,

A “RETURN of the Names of the Colonies and British Dependencies that  
have Adopted the Uniform Rate of OCEAN POSTAGE; also the Names of the  
Colonies and British Dependencies in which it has not been Adopted.”

Colonial Office, }  
10 August 1854. }

FREDERICK PEEL.

EXTRACT of a LETTER from *Frederic Hill*, Esq., to *H. Merivale*, Esq., dated  
General Post-office, 8 August 1854.

THE uniform sixpenny rate of postage has already been carried into effect  
as regards the correspondence between the United Kingdom and the following  
Colonies, viz.:

The whole of the British West Indies (Turks Islands excepted).

Canada.  
Nova Scotia.  
New Brunswick.  
Prince Edward Island.  
Newfoundland.  
Bermuda.

Malta.  
Gibraltar.  
Hong Kong.  
Ceylon.  
St. Helena, and  
The Gold Coast.

Arrangements have been made for extending the measure, on the 1st of  
October next, to New South Wales, Victoria, and South Australia.

The Colonies and British dependencies in which the measure has not yet been  
adopted, are—

The East Indies.  
Mauritius.  
The Cape of Good Hope.  
Van Diemen's Land.  
Western Australia.  
New Zealand.  
Labuan.

Falkland Islands.  
Sierra Leone.  
Natal.  
Gambia.  
Ionian Islands, and  
Turks Islands.

**OCEAN POSTAGE.**

---

RETURN of the Names of the Colonies and British Dependencies that have Adopted the Uniform Rate of OCEAN POSTAGE; also the Names of the Colonies and British Dependencies in which it has not been Adopted.

(*Mr. Moffatt.*)

---

*Ordered, by The House of Commons, to be Printed,  
11 August 1854.*

---

## PARLIAMENTARY PAPERS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 4 April 1854;—for,

A COPY “of the POST-OFFICE REGULATIONS now in force for the Transmission  
of PARLIAMENTARY PAPERS to Parts in the *United Kingdom*, to the *Channel  
Islands*, and to the several Colonies and Possessions of the Crown.”

---

General Post-Office, }  
24 May 1854. }

ROWLAND HILL,  
Secretary.

---

REGULATIONS under which PARLIAMENTARY PAPERS are transmitted through  
the Post-Office to parts of the *United Kingdom* and the *Channel Islands*,  
and to the several British Colonies and Possessions.

---

### I.—UNITED KINGDOM AND CHANNEL ISLANDS.

#### RATES OF POSTAGE.

PRINTED Parliamentary Papers may be sent to all parts of the United Kingdom  
and the Channel Islands at the under-mentioned rates of postage; viz.,

Not exceeding 4 oz.	-	-	-	-	-	1 <i>d.</i>
Above 4 oz. and not exceeding 8 oz.	-	-	-	-	-	2 <i>d.</i>
Above 8 oz. and not exceeding 12 oz.	-	-	-	-	-	3 <i>d.</i>

#### CONDITIONS.

Prepayment is optional.

The Papers must be sent without covers, or in covers open at the ends or  
sides.

There must be no word or communication printed on the Paper after its  
publication, or upon the cover thereof, nor any writing or marks on the packet  
or its cover, other than the name and address of the person to whom sent.

There must be no paper or thing enclosed in or with any such Paper.

Parliamentary Papers may be detained for any space not exceeding 24 hours  
from the time at which they would otherwise have been forwarded.

## II.—BRITISH COLONIES AND POSSESSIONS.

1. At the same rates of postage at which Parliamentary Papers can be sent to any place in the United Kingdom (including the Channel Islands), and on the same conditions they can be transmitted to the following colonies, if sent by packet, and at double those rates if sent by private ship:

Heligoland.	Falkland Island.	Natal.
Ionian Islands.	Labuan.	New South Wales.
*Nova Scotia.	East Indies.	Western Australia.
*New Brunswick.	Cape of Good Hope.	South Australia.
Vancouver's Island.	Mauritius.	Van Diemen's Land.
*Newfoundland.	Sierra Leone.	Victoria.
*Barbadoes.	Gambia.	New Zealand.
Turk's Island.		

When sent by packet, prepayment to the colonies marked (\*) is optional, but to the other colonies prepayment is compulsory, and in all cases is prepayment compulsory when the Paper is sent by private ship.

2. To those colonies, between which and the Mother Country a uniform letter postage has now been established, equal to sixfold the inland letter rate, Parliamentary Papers are sent by packet at the same rates, and on the same conditions as ordinary books. These rates and conditions are as follows:

## RATES OF POSTAGE BY PACKET.

For a Parliamentary Paper, not exceeding $\frac{1}{2}$ lb. in weight	-	6d.
Above $\frac{1}{2}$ lb., and not exceeding 1 lb.	- - - - -	1s.
1 lb., and not exceeding 2 lbs.	- - - - -	2s.

And so on, increasing 1s. for every additional pound or fraction of a pound.

## CONDITIONS.

*When the Parliamentary Paper is sent by Packet.*

Every Parliamentary Paper must be sent without a cover, or in a cover open at the ends or sides.

It must contain a single publication only, the several sheets or parts thereof, when there are more than one, being sewed or bound together.

It must not exceed two feet in length, breadth, width, or depth.

It must have no writing or marks upon the cover or its contents, except the name and address of the person to whom it may be sent.

The postage must be prepaid in full, by affixing outside the packet, or its cover, the proper number of stamps.

If any of the above conditions be violated, the packet is charged as a letter, and treated as such in all respects.

To prevent any obstacles to the regular transmission of letters, any officer of the Post-office may delay the transmission of any such packet for a period not exceeding 24 hours from the time at which the same would otherwise have been forwarded by him.

The

The following are the Colonies to which the foregoing rates and conditions apply, except that an additional charge of one-third part is made to Ceylon and Hong Kong for conveyance through Egypt :

Canada.	Bahamas.
Prince Edward Island.	Malta.
Bermuda.	Gibraltar.
British West Indies (excepting Barbadoes and Turk's Island).	Ceylon.
Honduras.	Hong Kong.
British Guiana.	Gold Coast.
	St. Helena.

---

*Private Ship.*

When sent by private ship the rates of postage to the foregoing colonies are as follows :—

Not exceeding 4 ounces - - - - - 2 *d.*

Above 4 ounces and not exceeding 8 ounces - - - 4 *d.*

Above 8 ounces and not exceeding 12 ounces - - - 6 *d.*

and so on, increasing 2 *d.* for every additional four ounces or portion of four ounces.

The conditions in these cases are the same as those on which Parliamentary Proceedings are sent between different parts in the United Kingdom.

---

*N.B.*—These regulations have been extended to Ceylon, Hong Kong, Gold Coast, and St. Helena since the date of the Order of the House of Commons.

---

PARLIAMENTARY PAPERS.

---

COPY of the POST-OFFICE REGULATIONS now  
in force for the Transmission of PARLIA-  
MENTARY PAPERS to Parts in the *United King-  
dom*, to the *Channel Islands*, and to the several  
Colonies and Possessions of the Crown.

(*Mr. Hume.*)

---

---

*Ordered, by The House of Commons, to be Printed,  
25 May 1854.*

---

---

268.

*Under 1 oz.*



## POSTAGE (ARMY AND NAVY).

---

RETURN to an Order of the Honourable The House of Commons,  
dated 22 June 1854;—for,

A RETURN “showing the Rates of POSTAGE, and the REGULATIONS relating to the forwarding of LETTERS and NEWSPAPERS to the ARMY in the East, and the NAVAL SQUADRONS in the *Baltic* and the *Black Sea*, as sanctioned by the Treasury.”

General Post Office, }  
4 July 1854. }

ROWLAND HILL,  
Secretary.

---

RETURN showing the Rates of POSTAGE, and the REGULATIONS relating to the forwarding of LETTERS and NEWSPAPERS to the ARMY in the East, and NAVAL SQUADRONS in the *Baltic* and the *Black Sea*, as sanctioned by the Treasury.

MAILS for the Baltic fleet are made up in London every Tuesday evening, and are forwarded, through Belgium, to Dantzic, where they arrive on Friday. Orders have been given that a steam-vessel shall be detached from the fleet and sent to Dantzic weekly to receive the mails from England, and to bring to that port the return mails for England, which, on arrival, are despatched to this country through Belgium.

An officer's letter, not exceeding half an ounce in weight, sent by this route, is liable to a postage (British and foreign combined) of 8 *d*.

A seaman's or soldier's letter, not exceeding half an ounce in weight, forwarded by this route, is charged with a combined British and foreign postage of 5 *d*.

Upon both classes of letters the postage must be paid in advance.

Newspapers cannot be forwarded by the route of Dantzic, because, according to the arrangements with the Prussian Government, the Prussian postage upon newspapers cannot be collected in this country. If, therefore, newspapers were sent by this route they would be detained at Dantzic until the postage due upon them to the Prussian post-office was paid.

The above is the speediest and most direct communication with the Baltic Fleet; but there are other occasions, by means of Queen's ships or transports, when letters and newspapers can be forwarded.

Mails are made up to be despatched by every vessel of war proceeding from England to the fleet, and the postage by such ships is as follows:

For an officer's letter, not exceeding half an ounce, 6 *d*.

For a seaman's or soldier's letter, not exceeding half an ounce, 1 *d*.

Newspapers are forwarded by vessels of war, or transports, free of postage.

Letters, &c., for the Baltic Fleet, should be addressed with the name of the ship for which they are destined, and the fleet to which that ship belongs, without mentioning any port or town, thus:

“To ———

H. M. Ship ———

Baltic Fleet.”

MAILS for the army in Turkey and for the fleet in the Black Sea are made up in London six times in each month, viz., the evenings of the 3d, 8th, 13th, 18th, 23d, and 28th, or (when the month has 31 days) the 29th.

These mails are forwarded through France to Marseilles, and are thence conveyed to Constantinople by the French mail packets in the Mediterranean.

By the favour of the French Government no higher charge is made for the conveyance of the letters of British soldiers and sailors than that which is levied on the correspondence of the French naval and military forces. A letter, therefore, under a quarter of an ounce in weight, whether to or from an officer, a soldier, or a seaman, is liable only to a combined British and foreign rate of 3d. If the letter weighs a quarter of an ounce, and is under half an ounce, the charge is 6d.; if it exceed half an ounce, and does not exceed one ounce, the charge is 1s.; and so on for heavier letters.

The postage upon newspapers is 2d. each.

The postage both upon letters and newspapers must be paid in advance.

The above is the speediest and most direct communication with the fleet in the Black Sea, and with Her Majesty's forces in Turkey; but the letters of soldiers and seamen serving in Turkey and the Black Sea may also be forwarded to Malta, *vid* Southampton, twice a month, viz., on the mornings of the 4th and 20th, for the sum of 1d., under the usual regulations applicable to such letters. From Malta they are sent to their destination as opportunities offer, by a ship of war, or other vessel in the service of Her Majesty, without any further charge.

At the same rate of 1d. letters may also be forwarded by any vessel of war, or hired transport proceeding from England to Turkey.

By these opportunities newspapers are transmitted for a postage of 1d. each, which must be paid in advance.

Letters, &c., for the army in Turkey should be addressed to the regiment to which the officer or soldier belongs, with the addition of the words, "Army in Turkey;" but without any further local address.

Letters, &c., for the fleet in the Black Sea should be addressed with the name of the ship for which they are destined, and the fleet to which that ship belongs, without mentioning any port or town, thus:

"To ———

H. M. Ship ———

Black Sea Fleet."



POSTAGE (ARMY AND NAVY).

---

RETURN showing the Rates of Postage and the Regulations relating to the forwarding of Letters and Newspapers to the Army in the East, and Naval Squadrons in the *Baltic* and the *Black Sea*, as sanctioned by the Treasury.

(*Mr. Aglionby.*)

---

---

*Ordered, by The House of Commons, to be Printed,  
7 July 1854.*

---

---

## RURAL LETTER CARRIERS.

RETURN to an Order of the Honourable The House of Commons, dated 16 June 1854;—for,

A RETURN “of the NUMBER of SUBSTITUTES which have been provided on alternate Sundays to enable RURAL LETTER CARRIERS to attend Divine Service, in pursuance of a Recommendation contained in the Report of the Commissioners appointed to investigate the Question of Sunday Labour in the Post Office, dated the 10th day of August 1850; with the Routes for which such Provision has been made, the Names of the Substitutes appointed for each Route, and the Dates of their Appointments respectively.”

General Post Office,  
5 August 1854. }

ROWLAND HILL,  
Secretary.

RETURN of the NUMBER of SUBSTITUTES which have been provided on alternate Sundays to enable RURAL LETTER CARRIERS to attend Divine Service, in pursuance of a Recommendation contained in the Report of the Commissioners appointed to investigate the Question of Sunday Labour in the Post Office, dated the 10th day of August 1850, with the Routes for which such Provision has been made, the Names of the Substitutes appointed for each Route, and the Dates of their Appointments respectively.

	Number of Substitutes.	ROUTE.	Name of Substitute.	Date of Appointment.
ENGLAND - -	3	Downton and Wootton - -	Thomas Gunnaway -	29 September 1853.
		Lymington and Keyhaven - -	James Bownen -	29 September 1853.
		Wetherby and Pannal - -	George Birkinshaw -	1 April 1854.
IRELAND - -	13	Beleek and Leggs - - -	John Thornhill -	19 December 1852.
		Kesh and Lack - - -	Robert Armstrong -	1 March 1854.
		Magherafelt and Ballyronan -	Nancy Burnside -	Date not known; believed to have been in April 1852.
		Magherafelt and Knockcloghrim	James Huston -	
		Cresslough and Carrigart - -	Margaret Martin -	April 1852.
		Dromore West and Easkey - -	Thomas Greaghan -	6 May 1854.
		Kells and Canningstown - -	Thomas M'Elwain -	18 January 1852.
		Kilcock and Donadea - - -	Michael Langan -	18 January 1852.
		Loughrea and Woodford - -	Michael Callinan -	18 January 1852.
		Sligo and Carney - - -	Thomas Costello -	18 January 1852.
		Swinford and Aclare - - -	Thomas Kelly -	6 January 1854.
		Swinford and Kilkelly - - -	Andrew Kelly -	25 June 1854.
		Swinford and Bellaghy - - -	Domenick Jeffers -	1 November 1853.
		Aboyne and Birse - - -	Thomas Martin -	14 August 1853.
		Aboyne and Tarland - - -	James Robertson -	14 August 1853.
		Auchtermuchty and Kettle -	John Christie -	2 June 1854.
		Castle Douglas, Haugh of Urr and Mail Line.	Robert Henderson -	9 May 1852.
		Castle Douglas, Kirkpatrick and Mail Line.	Robert M'Cawll -	9 May 1852.
		Dumfries and Park Gate - -	James Holbrook -	10 September 1853.
SCOTLAND - -	29	Dumfries and Dalswinton - -	Thomas Smith -	10 September 1853.
		Dumfries and Bankend - - -	William Carr -	5 June 1854.
		Ellon and Auchnagatt - - -	John Clark -	12 December 1852.
		Glasgow, Dumbarton and Badshalloch.	John Ferguson -	18 April 1852.
		Helensburgh and Row - - -	John Glen -	23 January 1853.
		Helensburgh and Garelochhead -	John Nicol -	17 October 1852.
		Inverness and Killearnan - -	William Fraser -	February 1853.
		Markinch and Leven - - -	David Thomson -	5 April 1854.
		Maybole and Dailly - - -	George Limond -	17 June 1852.
		Maybole and Straiton - - -	Archibald Hunter -	17 June 1852.
		Methlie and New Deer - - -	James Duncan -	23 May 1852.
		Mintlaw and New Pitsligo - -	Peter Finnie -	23 May 1852.
		Mintlaw and Longside - - -	William Cordineer -	23 May 1852.
		Mintlaw and Strichen - - -	John Birnie -	23 May 1854.
		Mintlaw and Stuartfield - -	William Petrie -	23 May 1854.
		Noblehouse and Dolplington -	John Veitch -	17 December 1853.
		Parkhill and Nigg - - -	Duncan M'Kenzie -	19 November 1853.
		Peebles and Stobo - - -	Alexander Grosart -	2 February 1852.
		Peebles and Innerleithen - -	Samuel M'Donald -	2 February 1852.
		Ratho and Midcalder - - -	Peter Orr -	23 May 1852.
		Ratho and Midcalder - - -	Alexander Kelly -	23 May 1852.
		Ratho and Kirknewton - - -	William Hunter -	5 May 1853.
		Skene and Echt - - -	John Hogg -	23 May 1852.
TOTAL - - -	45			

Note.—The rural messengers are despatched from their several offices at 6 o'clock on Sunday morning, or as soon after as practicable, and return between the morning and afternoon services.

In the few cases in which this arrangement does not afford the rural messenger an opportunity of attending Divine Service at least once in the day, the arrangement provides that a substitute shall be appointed to perform the work on the alternate Sundays.

## RURAL LETTER CARRIERS.

RETURN of the Number of SUBSTITUTES which have been provided on alternate Sundays to enable RURAL LETTER CARRIERS to attend Divine Service, in pursuance of a Recommendation contained in the Report of the Commissioners appointed to investigate the Question of Sunday Labour in the Post Office, dated the 10th day of August 1850, &c.

(*Mr. Pache.*)

---

*Ordered, by The House of Commons, to be Printed,  
13 August 1854.*

---

## ISLANDS OF ARRAN.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 24 February 1854 :—for,

A COPY "of all CORRESPONDENCE which has taken place with the Post-MASTER-GENERAL, relative to the Establishment of regular POSTAL COMMUNICATION with the Islands of Arran, on the West Coast of Ireland."

---

General Post Office, }  
23 March 1854. }

J. TILLEY,  
Assistant Secretary.

---

COPY of all CORRESPONDENCE which has taken place with the Post-MASTER-GENERAL, relative to the Establishment of a regular POSTAL COMMUNICATION with the Isles of Arran, on the West Coast of Ireland.

---

Captain *Bellew*, M.P., to Lord *Canning*.

MR. BELLEW presents his compliments to Lord Canning, and begs to forward, for his Lordship's favourable consideration, a memorial from the inhabitants of the Islands of Arran, praying for the establishment of postal communication between these islands and the mainland. Mr. Bellew begs most strongly to respectfully recommend the enclosed memorial to Lord Canning's serious and favourable consideration.

Charleville, Enniskerry,  
9 September.

---

Enclosure in foregoing.

To the Right Honourable Viscount *Canning*, Her Majesty's Postmaster-General, &c. &c.

The MEMORIAL of the Inhabitants of the Islands of Arran, County of Galway,

Humbly sheweth,

THAT the Islands of Arran, constituting a barony of the county of Galway, containing a population of over 3,000 inhabitants, among whom are a magistrate, three clergymen, a lighthouse, coastguard and constabulary stations, have been hitherto without postal communication.

That the absence of such communication has caused great inconvenience to your memorialists, not unfrequently to the extent of serious pecuniary losses, owing to the fact of letters being conveyed to the islands by private and irresponsible hands.

That the establishment of a communication twice a week between the islands and the post-office at Tully, on the Galway coast, would to a great extent overcome the inconvenience to which your memorialists are now subjected, and prevent such pecuniary losses as have been so frequently sustained.

That such a communication could be effected at an expense of about 35 l. per annum.

Your memorialists, therefore, humbly pray that your Lordship may be pleased to take these facts into your favourable consideration, with a view to the establishment of a post-office at Kilionayne, in the North Island of Arran; and memorialists shall ever pray.

Signed on behalf of the Meeting,

*Patrick Harley*, P.P.,  
Chairman.

*Patrick O'Flaherty*, J.P.,  
Secretary.

---

**ISLANDS OF ARRAN.**

---

**COPY of the CORRESPONDENCE relative to the  
Establishment of a Postal COMMUNICATION  
with the Islands of Arran, on the West Coast  
of Ireland.**

**(Mr. Belieu.)**

---

**Ordered, by The House of Commons, to be Printed,  
28 March 1854.**

---

**135.**

***Under 1 oz.***



## MAIL PACKET (ORKNEY).

---

RETURN to an Order of the Honourable The House of Commons,  
dated 2 February 1854 :—for,

A COPY “ of any TREASURY MINUTE authorising the Establishment of a  
CONTRACT PACKET for the Conveyance of the MAIL from the Coast of  
*Scotland to the Orkney Islands.*”

---

TREASURY MINUTE, 16 December 1853.

---

MY LORDS have before them for consideration various memorials from the magistrates of Stromness and other inhabitants of Orkney, from the bankers and merchants of Leith, Edinburgh, Newcastle, and Montrose, complaining of the present inefficient arrangements for Postal Communications with those Islands, and praying for the establishment of a Steam Postal Communication.

My Lords also refer to various communications which have been made by memorial, and by deputations from the merchants and underwriters of Lloyd's, pointing out the great inconvenience to which they are exposed in consequence of the uncertainty and infrequency of Postal Communication with that portion of the coast, where so large a number of ships northward bound resort for repairs, provisions and additional assistance.

My Lords have also before them the reports of Mr. Warren, the Post-office agent at Aberdeen, upon the character of the existing communication, and as to the best means of applying a Steam Postal Service.

My Lords are of opinion that on national as well as local considerations means should be taken to improve the existing very imperfect Postal Service of the Orkney Islands, and the numerous bays and harbours in which so much of British shipping finds not only a shelter against danger, but means of repair and outfit.

But, having reference to the comparatively small amount of Postage derived from that source, My Lords are not prepared to incur a very large expenditure ; and they desire to make the experiment upon a principle which shall be as much as possible self-supporting ; with this view, as well as having reference to the general principle now being adopted in reference to the Sea Postal Service of the country, My Lords are not prepared to adopt the suggestion so frequently made, of placing a Government boat on the station.

It appears to My Lords, moreover, that not only will the utility of a Steam Postal Service be much greater to the inhabitants of those islands, if it can include the means of transit for goods, cattle, and other agricultural produce, which would not be furnished by an Admiralty boat, but that the cost at which the service can be performed will more likely be reduced within those limits which will secure a successful result to the experiment which My Lords are now prepared to authorise, by entering into a contract with a private company to carry the mails.

Having reference to the report of Mr. Warren, My Lords are therefore pleased to authorise the Lords Commissioners of the Admiralty to ascertain by public tender the rate at which they can procure a contract for carrying the mail by steamboat from Scrabster Pier to Stromness, taking the route through the islands as described in Mr. Warren's report, and returning to Scrabster Pier by the same route, the service to be performed daily, Sunday excepted, between the 1st of April and the 1st of October ; and every other day from the 1st of October to the 1st of April, Sunday excepted ; that is, six times a week during the summer months, and three times a week during the winter months. The contract to commence on the 1st of April 1854, and to be continued as an experiment for two years ; when the subject will be open to reconsideration.

Having reference to the circumstance that the boat employed will necessarily depend much upon the carriage of passengers, goods, and produce, My Lords would suggest that care should be taken in fixing the hours of departure so

as to afford time to embark and discharge the cargo at both ends, for which purpose it has been represented to My Lords that the arrival and departure of the South Mail, at and from Thurso, offer every facility. It has been represented to My Lords that, as the South Mail arrives at Thurso at midnight, the boat from Scrabster Pier might start at seven o'clock in the morning and arrive at Stromness by eleven o'clock; where it might remain till four o'clock in the afternoon, and return to Scrabster by eight o'clock in the evening, thus affording ample time for the mail to have reached Kirkwall, and the return mail to arrive at Stromness from that town; as well as the means of discharging and shipping cargo. But there are details which, while My Lords are of opinion from the representations which have been made them, are of importance, with a view to the main object to be attained, My Lords are desirous should be settled between the Postmaster-general and the Lords of the Admiralty.

Write to the Admiralty in terms of this minute, and enclose copy of Mr. Warren's report of the 14th December 1850.

Write to the Postmaster-general in terms of this minute.

Write to John Stranger, Esq., one of the magistrates, Stromness, in relation to the memorial from himself and the inhabitants of Orkney, that My Lords are prepared to make an experiment for two years of a Steam Postal Communication from Scrabster Pier to Stromness; the service to be daily during the six summer months, and every other day during the six winter months (Sundays excepted), and to be commenced on the 1st of April next.

Let similar communications be made to the bankers, &c., of Edinburgh, Leith, and Newcastle-on-Tyne, with reference to their respective memorials.

Add to Mr. Stranger, with reference to that portion of the memorial from Orkney which refers to the bad state of the roads and bridges in the Island of Orkney, and which has also been a subject of serious complaint on the part of those officers who have to arrange for the conveyance of the mails through the country, My Lords rely with confidence that local efforts will at once be made in order to place both the roads and bridges in a condition of good repair.

MAIL PACKET (ORKNEY).

A COPY of TREASURY MINUTE authorising  
the Establishment of a CONTRACT PACKET  
for the Conveyance of the MAIL from the  
Coast of Scotland to the Orkney Islands.

(*Mr. Frederick Dundas.*)

Ordered, by The House of Commons, to be Printed,  
13 February 1854.

## SHIPPING.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 10 February 1854;—for,

RETURN “of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the *Channel Islands*; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1853:”

“ Similar RETURN of STEAM VESSELS and their TONNAGE:”

“ RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coast-wise, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1852 and the 31st day of December 1853:”

“ Like RETURN from and to the COLONIES; further distinguishing British from Foreign Vessels; also, from and to FOREIGN PORTS; also distinguishing British from Foreign Vessels:”

“ RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of the Colonies of the United Kingdom respectively; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1853:”

“ Similar RETURN of STEAM VESSELS and their TONNAGE:”

“ RETURNS of the NUMBER of VESSELS, with their TONNAGE (distinguishing Steam from Sailing Vessels), that were Built and Registered, distinguishing Timber from Iron Vessels; also a similar RETURN of VESSELS Sold and Transferred; also a similar RETURN of VESSELS Wrecked; also a similar RETURN of VESSELS Broken up, in the Year 1853:”

“ Of the NUMBER of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1853; distinguishing the Number and Tonnage of each Colony respectively:”

“ Similar RETURN of the NUMBER of FOREIGN-BUILT VESSELS and their TONNAGE:”

“ And, RETURN of the SHIPPING Employed in the Trade of the United Kingdom, exhibiting the NUMBER and TONNAGE of VESSELS that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1853 (in continuation of Parliamentary Paper, No. 299, of Session 1852-3).”

(*Mr. Ingham.*)

---

Ordered, by The House of Commons, to be Printed,  
27 March 1854.

---

A RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the *Channel Islands*; distinguishing those under and those above Fifty Tons Register, on the 31st December 1853:—Also, a similar RETURN of STEAM VESSELS and their TONNAGE.

	SAILING VESSELS.				STEAM VESSELS.			
	Under 50 Tons.		Above 50 Tons.		Under 50 Tons.		Above 50 Tons.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>ENGLAND:</b>								
Aberystwith	121	4,034	123	11,247	—	—	—	—
Arundel	50	1,372	44	5,901	—	—	—	—
Barnstaple	51	1,724	29	3,300	—	—	—	—
Beaumaris	139	4,286	118	17,330	—	—	—	—
Berwick	30	1,015	29	3,112	—	—	1	219
Bideford	60	1,891	77	9,061	—	—	1	74
Boston	112	4,176	49	3,286	1	18	—	—
Bridgwater	55	1,965	69	11,476	2	21	—	—
Bridport	3	124	14	1,843	—	—	—	—
Bristol	165	4,974	229	61,354	12	308	18	3,728
Caernarvon	114	3,738	298	23,506	1	49	1	88
Cardiff	23	614	36	6,128	7	179	2	187
Cardigan	128	3,819	92	8,742	—	—	—	—
Carlisle	12	398	20	1,488	1	38	1	281
Chepstow	42	1,155	13	1,096	1	17	1	53
Chester	59	2,219	59	4,063	7	246	4	907
Colchester	191	3,981	69	7,907	1	23	—	—
Cowes	126	3,259	47	5,136	1	22	—	—
Dartmouth	166	4,591	253	28,291	1	19	—	—
Deal	19	346	—	—	—	—	—	—
Dover	48	1,869	21	2,503	—	—	1	54
Exeter	41	1,197	146	19,533	—	—	—	—
Falmouth	50	1,393	73	7,364	1	14	—	—
Faversham	225	4,936	82	10,355	1	9	—	—
Fleetwood	16	480	14	3,424	—	—	5	904
Fowey	38	1,365	109	10,696	—	—	—	—
Folkstone	7	137	7	900	—	—	—	—
Gainsborough	6	257	5	363	1	49	4	307
Gloucester	275	7,687	74	11,200	2	54	—	—
Goole	116	8,824	396	25,041	2	27	7	680
Grimsby	74	2,151	14	1,251	4	71	2	1,030
Hartlepool	3	17	124	26,777	6	124	—	—
Harwich	72	2,170	54	5,171	—	—	—	—
Hull	228	8,223	223	48,438	12	291	30	7,418
Ipswich	51	1,453	112	12,180	5	192	4	447
Lancaster	36	1,389	53	5,479	—	—	7	1,085
Liverpool	232	8,019	1,786	704,342	24	873	102	24,325
Llanelly	40	1,098	36	3,329	3	62	—	—
Lowestoft	40	1,098	23	1,862	1	17	5	2,123
Lyme	7	217	13	1,754	—	—	—	—
Lynn	55	1,769	122	18,569	2	26	—	—
Maldon	111	3,196	48	4,741	—	—	—	—
Maryport	19	562	88	16,088	2	34	1	199
Milford	73	1,979	70	8,494	1	48	—	—
Newcastle	7	3,164	695	147,782	89	1,624	9	2,229
Newhaven	10	216	15	2,405	—	—	—	—
Newport	19	766	59	11,378	2	67	1	59
Padstow	69	2,558	54	6,846	—	—	—	—
Penzance	27	693	63	7,497	—	—	—	—
Plymouth	250	7,394	200	36,759	4	105	2	266
Poole	33	871	75	13,429	1	22	—	—
Portsmouth	170	4,221	74	8,335	4	142	3	186
Preston	79	3,007	42	3,929	5	145	4	766
Ramsgate	95	2,564	37	3,485	1	10	—	—
Rochester	324	10,091	62	7,745	4	154	1	66
Rye	81	1,848	45	4,667	—	—	—	—
Saint Ives	63	1,380	98	11,038	—	—	4	72
Scarborough	62	1,767	134	32,079	—	—	—	—
Scilly	15	403	45	6,216	—	—	—	—
Shields	17	545	783	201,104	82	1,646	—	—
Shoreham	54	1,027	62	11,277	—	—	—	—
Southampton	136	3,588	85	10,744	8	265	13	1,866
Stockton	22	578	135	27,830	25	555	1	6
Sunderland	93	2,776	832	208,891	38	671	—	—
Swansea	73	2,116	94	14,301	6	141	6	6
Teignmouth	2	60	14	2,638	1	19	—	—
Truro	12	431	38	3,381	—	—	—	—

RETURNS RELATING TO SHIPPING.

3

	SAILING VESSELS.				STEAM VESSELS.			
	Under 50 Tons.		Above 50 Tons.		Under 50 Tons.		Above 50 Tons.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>ENGLAND—cont<sup>d</sup>.</b>								
Wells - - -	120	2,614	79	7,226	2	30	—	—
Weymouth - -	29	825	55	6,497	1	31	2	122
Whitby - - -	48	1,649	341	50,274	8	85	—	—
Whitehaven + -	14	402	181	31,359	1	37	4	879
Wisbeach - -	25	930	79	10,796	3	70	2	482
Woodbridge - -	30	1,008	38	2,718	—	—	—	—
Workington - -	3	88	90	18,394	1	18	—	—
Yarmouth - -	328	9,332	289	32,991	5	87	3	282
London - - -	749	24,621	2,209	654,694	—	—	—	—
<b>TOTAL, ENGLAND -</b>	<b>6,588</b>	<b>204,195</b>	<b>12,443</b>	<b>2,771,806</b>	<b>388</b>	<b>8,755</b>	<b>252</b>	<b>52,540</b>
<b>SCOTLAND:</b>								
Aberdeen - - -	19	539	212	46,411	1	41	7	116
Alloa - - -	28	884	51	13,693	1	25	4	302
Arbroath - - -	17	704	94	13,409	—	—	—	—
Ayr - - -	16	486	26	4,472	- -	- -	1	70
Banff - - -	49	1,666	96	11,343	—	—	—	—
Borrowstoness -	29	942	44	4,891	—	—	—	—
Campbeltown - -	26	883	1	576	- -	- -	2	259
Dumfries - - -	73	2,327	51	8,437	—	—	—	—
Dundee - - -	34	1,161	284	55,466	3	94	7	1,686
Glasgow - - -	78	2,744	382	152,528	17	610	91	26,963
Grangemouth - -	6	297	38	7,955	4	81	3	747
Greenock - - -	220	6,209	184	65,677	2	47	12	1,965
Inverness - - -	169	4,195	79	6,536	- -	- -	2	535
Irvine - - -	41	1,194	77	17,714	- -	- -	3	476
Kirkaldy - - -	63	2,020	36	7,096	- -	- -	1	62
Kirkwall - - -	22	560	21	1,925	—	—	—	—
Leith - - -	79	2,350	102	22,007	13	274	15	3,672
Lerwick - - -	54	1,231	8	755	—	—	—	—
Montrose - - -	10	437	88	14,359	- -	- -	1	76
Perth - - -	10	316	44	4,262	1	19	2	116
Peterhead - - -	8	246	40	9,486	—	—	—	—
Port Glasgow - -	38	1,442	16	4,827	1	14	12	2,181
Stornoway - - -	42	1,131	14	1,477	—	—	—	—
Stranraer - - -	5	548	28	856	—	—	—	—
Wick - - -	23	665	16	1,281	—	—	—	—
Wigtown - - -	36	1,236	16	1,543	- -	- -	1	316
<b>TOTAL, SCOTLAND -</b>	<b>1,197</b>	<b>36,413</b>	<b>2,048</b>	<b>478,931</b>	<b>43</b>	<b>1,205</b>	<b>164</b>	<b>42,542</b>
<b>IRELAND:</b>								
Ballina - - -	1	215	2	36	—	—	—	—
Belfast - - -	159	5,428	322	75,536	2	28	10	2,186
Coleraine - - -	11	272	—	—	—	—	—	—
Cork - - -	153	3,696	228	41,626	7	214	16	4,827
Drogheda - - -	7	193	41	5,166	- -	- -	5	1,787
Dublin - - -	291	8,407	127	21,588	3	119	43	11,656
Dundalk - - -	5	181	18	1,431	1	24	2	844
Galway - - -	12	359	3	502	—	—	—	—
Limerick - - -	59	1,761	40	10,315	- -	- -	1	300
Londonderry - -	10	256	14	4,171	3	125	4	1,339
Newry - - -	78	2,401	39	5,293	- -	- -	3	873
Ross - - -	2	69	16	5,756	—	—	—	—
Skibbereen - - -	94	2,285	3	202	—	—	—	—
Sligo - - -	13	401	19	3,739	1	44	1	67
Strangford - - -	32	1,053	21	2,406	—	—	—	—
Tralee - - -	12	306	4	729	—	—	—	—
Waterford - - -	60	1,524	94	12,964	- -	- -	19	5,791
Westport - - -	4	87	1	120	—	—	—	—
Wexford - - -	28	1,006	70	7,660	—	—	—	—
<b>TOTAL, IRELAND -</b>	<b>1,036</b>	<b>29,900</b>	<b>1,062</b>	<b>199,240</b>	<b>17</b>	<b>654</b>	<b>104</b>	<b>29,670</b>
<b>ISLE OF MAN - -</b>	<b>318</b>	<b>7,422</b>	<b>39</b>	<b>2,947</b>	<b>- -</b>	<b>- -</b>	<b>5</b>	<b>1,197</b>
<b>CHANNEL ISLANDS -</b>	<b>206</b>	<b>5,327</b>	<b>287</b>	<b>43,861</b>	<b>2</b>	<b>139</b>	<b>3</b>	<b>153</b>

Custom House, London,  
23 March 1854.

W. H. Noss,  
Reg<sup>t</sup>-Gen<sup>l</sup> of Shipping.

A RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coastwise, at each of the Ports of Great Britain and Ireland, Isle of Man, and Channel Islands (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st of December 1852 and the 31st of December 1853.

	SAILING VESSELS.				STEAM VESSELS.			
	INWARDS.		OUTWARDS.		INWARDS.		OUTWARDS.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>ENGLAND:</b>								
Aberystwith - - -	584	19,966	225	8,961	33	3,234	12	1,068
Arundel - - -	406	31,930	251	11,790	—	—	—	—
Barnstaple - - -	922	33,698	290	10,694	139	15,279	73	8,798
Beaumaris - - -	1,505	63,903	514	18,797	746	205,450	725	198,841
Berwick - - -	455	22,319	312	17,420	1	20	1	20
Bideford - - -	761	30,174	210	8,565	78	7,488	77	7,392
Boston - - -	877	42,452	329	15,989	—	—	—	—
Bridgwater - - -	2,819	130,483	1,241	52,353	—	—	—	—
Bridport - - -	232	15,735	97	4,008	—	—	—	—
Bristol - - -	4,120	194,962	2,479	105,843	782	156,411	915	165,735
Caernarvon - - -	1,280	49,230	237	7,832	33	2,898	20	1,817
Cardiff - - -	1,479	83,596	5,560	380,504	640	63,611	640	67,862
Cardigan - - -	620	14,544	54	1,541	—	—	—	—
Carlisle - - -	82	3,731	238	10,546	60	13,860	60	13,860
Chepstow - - -	516	15,282	154	9,745	—	—	—	—
Chester - - -	1,016	47,284	2,024	89,115	—	—	—	—
Colchester - - -	636	49,634	264	11,252	—	—	—	—
Cowes - - -	1,321	51,801	386	8,958	—	—	14	604
Dartmouth - - -	665	37,216	276	10,136	—	—	—	—
Deal - - -	60	4,708	—	—	—	—	—	—
Dover - - -	443	34,310	104	5,348	—	—	—	—
Exeter - - -	598	57,785	216	9,961	—	—	—	—
Falmouth - - -	710	40,271	215	9,195	141	29,447	75	7,151
Faversham - - -	1,514	115,073	1,461	44,329	—	—	—	—
Fleetwood - - -	421	26,199	253	13,599	672	117,880	666	117,824
Folkestone - - -	298	29,428	5	198	—	—	—	—
Fowey - - -	1,149	68,760	618	38,573	—	—	—	—
Gainsborough - - -	171	8,936	221	11,195	—	—	—	—
Gloucester - - -	1,225	50,351	2,355	90,467	29	1,778	57	3,214
Goole - - -	1,852	106,172	1,888	100,658	—	—	51	7,319
Grimsby - - -	251	17,143	176	14,656	4	1,563	1	346
Hartlepool - - -	327	25,407	6,584	854,174	16	605	30	7,533
Harwich - - -	584	41,998	424	19,000	—	—	—	—
Hull - - -	772	56,133	854	73,847	596	95,029	603	97,693
Ipswich - - -	1,425	108,524	700	33,093	289	31,019	287	30,166
Lancaster - - -	1,229	60,893	539	27,765	369	61,467	363	60,261
Liverpool - - -	7,046	522,499	7,090	467,949	2,728	898,351	2,841	884,678
Llanelli - - -	1,800	83,299	2,969	181,099	82	9,783	75	9,708
Lowestoft - - -	936	68,256	232	12,952	24	6,478	—	—
Lyme - - -	104	6,196	49	1,940	—	—	—	—
Lynn - - -	1,529	133,725	365	18,057	49	5,439	51	5,661
Maldon - - -	1,164	73,140	1,110	46,300	—	—	—	—
Maryport - - -	310	28,444	2,690	211,244	—	—	—	—
Milford - - -	702	25,362	1,286	40,272	161	38,539	49	12,485
Newcastle - - -	2,132	163,440	11,172	1,502,813	399	81,886	429	97,854
Newhaven - - -	260	29,708	38	4,701	4	583	—	—
Newport - - -	1,748	98,958	6,952	405,216	31	2,366	24	1,763
Padstow - - -	808	35,186	208	8,887	51	6,630	—	—
Penzance - - -	715	44,073	217	13,670	29	11,462	—	—
Plymouth - - -	3,197	264,739	1,348	102,230	466	185,497	455	156,121
Poole - - -	620	48,383	797	33,284	—	—	—	—
Portsmouth - - -	1,353	116,019	866	29,253	38	12,235	75	15,781
Preston - - -	499	27,419	588	29,844	72	9,270	8	870
Ramsgate - - -	511	41,141	147	10,827	—	—	—	—
Rochester - - -	2,365	194,427	900	32,123	41	2,945	—	—
Rye - - -	497	35,639	124	6,941	—	—	—	—
St. Ives - - -	1,704	127,151	939	72,173	180	32,471	178	32,242
Scarborough - - -	253	14,237	25	1,447	—	—	2	37
Scilly - - -	122	5,074	64	1,722	—	—	—	—
Shields - - -	666	66,468	1,413	151,897	29	492	23	451
Shoreham - - -	574	73,247	70	4,799	—	—	—	—
Southampton - - -	1,757	169,418	1,077	50,273	172	48,243	115	19,015
Stockton - - -	554	41,534	2,536	228,904	1	13	18	1,133
Sunderland - - -	1,443	118,824	10,413	1,380,160	17	251	134	35,612
Swansea - - -	4,090	260,743	6,489	418,098	318	42,027	324	44,227
Teignmouth - - -	502	38,881	431	31,672	166	28,676	58	9,838
Truro - - -	847	61,579	753	56,296	—	—	—	—
Wells - - -	508	30,279	427	23,588	—	—	—	—

	SAILING VESSELS.				STEAM VESSELS.			
	INWARDS.		OUTWARDS.		INWARDS.		OUTWARDS.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>ENGLAND—contd.</b>								
Weymouth - - -	308	22,657	51	2,017	—	—	—	—
Whitby - - -	718	29,815	120	6,198	6	367	17	313
Whitehaven - - -	644	24,435	3,353	229,754	246	69,518	271	75,456
Wisbeach - - -	830	76,537	455	22,737	—	—	—	—
Woodbridge - - -	534	27,327	382	18,665	—	—	—	—
Workington - - -	165	9,788	1,096	96,818	—	—	—	—
Yarmouth - - -	1,577	133,249	634	41,017	183	25,358	185	25,626
London - - -	19,240	2,744,524	7,721	553,452	1,592	446,925	1,565	431,032
<b>TOTAL, ENGLAND -</b>	<b>98,717</b>	<b>7,900,851</b>	<b>109,351</b>	<b>8,631,346</b>	<b>11,708</b>	<b>2,773,444</b>	<b>11,567</b>	<b>2,656,907</b>
<b>SCOTLAND:</b>								
Aberdeen - - -	1,278	109,749	508	37,521	330	101,953	449	135,926
Ayr - - -	263	10,988	1,200	70,189	295	27,137	279	25,681
Alloa - - -	151	8,319	398	21,893	—	—	—	—
Arbroath - - -	573	33,770	167	9,555	—	—	—	—
Banff - - -	482	27,138	386	17,990	—	—	—	—
Borrowstoness - - -	123	6,343	907	52,126	—	—	—	—
Campbeltown - - -	920	26,313	454	11,491	381	48,116	364	44,750
Dumfries - - -	919	26,693	367	12,306	98	24,486	86	22,186
Dundee - - -	1,666	131,465	444	37,783	140	26,862	141	26,973
Glasgow - - -	1,435	134,411	2,940	191,275	1,474	351,129	1,501	358,336
Grangemouth - - -	311	21,265	242	15,708	69	17,804	67	16,848
Greenock - - -	574	38,328	162	8,662	214	39,511	102	10,752
Inverness - - -	972	58,126	906	44,898	180	42,877	177	42,217
Irvine - - -	175	9,242	3,657	230,382	154	35,230	239	43,501
Kirkcaldy - - -	491	24,282	924	43,431	—	—	4	262
Kirkwall - - -	182	9,378	212	11,094	51	15,942	51	16,026
Leith - - -	1,069	66,931	734	55,887	614	182,496	615	184,059
Lerwick - - -	92	7,068	74	5,953	28	8,960	28	8,960
Montrose - - -	529	38,397	288	18,561	—	—	—	—
Perth - - -	272	16,925	290	17,517	—	—	—	—
Peterhead - - -	575	26,208	507	20,800	24	3,888	24	3,888
Port Glasgow - - -	56	3,456	4	544	—	—	—	—
Stornoway - - -	92	3,701	25	822	58	15,864	89	16,063
Stranraer - - -	259	8,033	167	5,266	265	31,955	268	32,184
Wick - - -	557	25,859	478	20,182	149	28,153	147	27,090
Wigtown - - -	468	13,845	301	9,617	63	16,374	64	16,926
<b>TOTAL, SCOTLAND -</b>	<b>14,484</b>	<b>886,233</b>	<b>16,742</b>	<b>970,953</b>	<b>4,617</b>	<b>1,018,037</b>	<b>4,695</b>	<b>1,032,628</b>
<b>IRELAND:</b>								
Ballina - - -	36	2,521	54	3,888	8	536	8	536
Belfast - - -	5,168	470,065	1,180	198,561	1,477	419,511	1,399	412,604
Coleraine - - -	141	6,324	21	709	309	83,637	14	3,938
Cork - - -	2,080	170,291	1,513	94,769	265	104,376	257	101,329
Drogheda - - -	559	42,462	263	19,757	208	80,240	256	94,142
Dublin - - -	5,110	396,392	2,510	129,787	1,436	440,446	1,608	493,132
Dundalk - - -	493	32,576	149	10,774	145	56,483	153	58,513
Galway - - -	75	8,079	70	5,858	—	—	—	—
Limerick - - -	328	30,674	387	37,304	81	21,228	80	21,168
Londonderry - - -	588	39,000	256	15,320	468	148,815	464	146,893
Newry - - -	697	42,987	198	11,791	145	40,686	135	38,266
Ross - - -	194	16,630	66	4,594	—	—	—	—
Skibbereen - - -	255	11,553	225	11,905	—	—	—	—
Sligo - - -	151	9,659	126	8,410	77	24,684	73	24,419
Strangford - - -	495	22,548	173	6,498	6	396	4	264
Tralee - - -	287	14,640	169	10,634	16	3,328	14	2,912
Waterford - - -	905	72,391	736	50,955	169	49,357	177	50,400
Westport - - -	60	4,043	47	4,000	—	—	—	—
Wexford - - -	479	24,630	425	22,681	50	11,104	50	11,104
<b>TOTAL, IRELAND -</b>	<b>18,101</b>	<b>1,417,465</b>	<b>8,570</b>	<b>648,195</b>	<b>4,860</b>	<b>1,484,827</b>	<b>4,692</b>	<b>1,459,410</b>
<b>ISLE OF MAN -</b>	<b>1,494</b>	<b>65,812</b>	<b>702</b>	<b>24,190</b>	<b>219</b>	<b>25,360</b>	<b>130</b>	<b>30,067</b>
<b>CHANNEL ISLANDS -</b>	<b>Nil.</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>r</sup>-Gen<sup>l</sup> of Shipping.

A RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to the COLONIES, at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1852 and the 31st day of December 1853; further distinguishing British from Foreign Vessels.

	SAILING VESSELS.							
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith	10	2,035	1	196	5	1,065	—	—
Arundel	2	121	—	—	1	225	—	—
Barnstaple	4	1,237	—	—	—	—	—	—
Beaumaris	14	6,459	1	253	11	4,269	—	—
Berwick	7	1,707	—	—	—	—	—	—
Bideford	9	2,291	—	—	7	1,679	2	744
Boston	1	263	—	—	—	—	—	—
Bridgwater	14	4,398	3	689	4	804	—	—
Bridport	11	422	—	—	26	1,076	1	204
Bristol	147	53,394	35	17,841	119	39,394	1	52
Caernarvon	19	3,752	—	—	14	1,791	—	—
Cardiff	83	16,929	15	1,942	235	56,491	159	46,418
Cardigan	4	802	—	—	—	—	—	—
Carlisle	3	693	—	—	1	296	—	—
Chester	3	449	1	244	1	62	—	—
Colchester	1	300	—	—	—	—	—	—
Cowes	19	1,021	—	—	17	626	—	—
Dartmouth	49	2,439	—	—	40	2,616	—	—
Dover	3	252	—	—	1	260	—	—
Exeter	95	3,630	3	762	25	1,415	—	—
Falmouth	19	2,290	—	—	53	6,321	—	—
Faversham	1	14	—	—	—	—	—	—
Fleetwood	17	5,723	3	1,595	9	3,341	—	—
Fowey	20	2,135	1	62	8	1,527	1	252
Gainsborough	—	—	—	—	1	102	—	—
Gloucester	67	29,394	19	7,714	27	8,913	4	1,626
Goole	1	51	—	—	1	148	—	—
Grimsby	13	3,855	—	—	1	302	—	—
Hartlepool	12	2,325	8	700	76	14,746	63	30,161
Harwich	1	119	—	—	15	678	—	—
Hull	59	23,521	66	23,127	30	9,091	11	2,693
Ipswich	2	190	1	250	3	119	1	227
Lancaster	17	4,759	1	335	9	3,226	—	—
Liverpool	860	452,181	114	80,433	1,027	448,134	116	52,950
Llanelly	24	2,874	2	687	11	1,465	2	428
Lowestoft	1	308	—	—	1	247	—	—
Lyme	83	3,458	—	—	61	2,763	—	—
Lynn	2	540	1	190	—	—	—	—
Maldon	2	41	—	—	—	—	—	—
Maryport	23	4,416	—	—	10	2,272	—	—
Milford	22	5,013	—	—	12	2,973	—	—
Newcastle	57	12,506	11	993	258	49,451	33	10,669
Newhaven	6	470	—	—	10	463	—	—
Newport	33	5,819	4	1,752	97	30,451	27	9,298
Padstow	6	1,703	—	—	4	1,051	—	—
Penzance	6	707	—	—	29	1,330	—	—
Plymouth	216	23,105	2	499	265	25,063	1	299
Poole	33	4,090	—	—	42	5,737	2	519
Portsmouth	37	6,902	—	—	16	1,417	3	1,584
Preston	4	799	—	—	2	610	—	—
Rochester	2	869	1	706	5	1,081	—	—
Rye	—	—	—	—	2	58	—	—
Saint Ives	10	2,180	—	—	3	1,061	1	195
Scarborough	2	396	—	—	—	—	—	—
Scilly	1	210	—	—	4	438	—	—
Shields	30	9,105	1	433	35	14,051	10	3,487
Shoreham	1	34	—	—	4	830	—	—
Southampton	61	3,493	2	604	69	7,160	1	373
Stockton	19	5,415	2	354	4	313	1	281
Sunderland	107	22,330	5	1,395	204	42,285	12	2,575
Swansea	53	10,697	7	2,564	100	15,814	48	17,415
Teignmouth	40	2,937	—	—	42	3,007	2	396
Truro	15	6,533	3	1,189	5	1,365	4	907
Weymouth	27	2,026	—	—	25	1,722	—	—
Whitby	4	941	—	—	1	256	—	—
Whitehaven	26	5,358	—	—	15	3,270	—	—
Wisbeach	2	570	1	339	—	—	—	—
Workington	10	2,121	—	—	7	1,467	—	—



SAILING VESSELS—continued.								
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND—contd.								
Yarmouth - - -	5	1,326	3	829	—	—	—	—
London - - -	1,736	583,984	203	99,975	1,217	510,907	187	94,564
TOTAL - - -	4,293	1,812,427	520	248,652	4,327	1,389,095	693	278,315
SCOTLAND:								
Aberdeen - - -	9	2,733	-	-	19	5,454	—	—
Alloa - - -	-	-	-	-	11	4,149	—	—
Arbroath - - -	1	254	-	-	2	252	—	—
Ayr - - -	7	1,601	-	-	4	814	—	—
Banff - - -	1	206	-	-	2	643	—	—
Borrowstoness - - -	-	-	-	-	-	-	1	112
Dumfries - - -	11	2,444	-	-	11	2,223	—	—
Dundee - - -	16	5,509	1	512	45	13,803	1	288
Glasgow - - -	124	32,710	9	3,496	327	115,388	5	1,433
Grangemouth - - -	5	2,200	-	-	9	2,774	—	—
Greenock - - -	219	81,330	5	3,124	103	34,899	—	—
Inverness - - -	1	183	-	-	1	137	—	—
Irvine - - -	19	7,381	-	-	43	16,915	4	1,294
Kirkaldy - - -	-	-	-	-	1	216	—	—
Leith - - -	21	7,356	3	637	32	11,307	—	—
Montrose - - -	7	1,688	-	-	6	1,943	—	—
Perth - - -	1	203	-	-	3	429	—	—
Peterhead - - -	1	275	-	-	2	397	—	—
Port Glasgow - - -	58	36,902	-	-	29	21,950	—	—
Stornoway - - -	1	158	-	-	1	155	—	—
Stranraer - - -	4	1,250	-	-	2	620	—	—
Wick - - -	3	217	—	—	—	—	—	—
Wigtown - - -	1	335	—	—	—	—	—	—
TOTAL - - -	510	184,935	18	7,769	653	234,468	11	3,127
IRELAND:								
Ballina - - -	2	430	1	167	2	430	1	164
Belfast - - -	57	17,968	24	7,921	31	10,472	12	3,043
Coleraine - - -	3	865	1	231	1	334	—	—
Cork - - -	52	14,952	5	1,342	54	15,691	16	3,358
Drogheda - - -	5	917	—	—	—	—	—	—
Dublin - - -	61	20,545	22	7,244	26	9,184	13	3,905
Dundalk - - -	8	1,458	-	-	-	-	1	98
Galway - - -	7	1,133	1	340	7	1,744	1	208
Limerick - - -	39	11,206	-	-	38	12,419	4	1,210
Londonderry - - -	9	4,038	1	815	7	2,213	5	1,305
Newry - - -	10	2,843	2	638	2	938	1	428
Ross - - -	6	1,656	2	522	7	3,774	—	—
Skibbereen - - -	3	706	—	—	—	—	—	—
Sligo - - -	12	2,676	-	-	8	2,048	1	242
Strangford - - -	1	330	-	-	1	330	—	—
Tralee - - -	4	929	1	124	4	1,206	—	—
Waterford - - -	22	6,029	-	-	28	8,274	18	3,346
Westport - - -	3	827	-	-	4	896	—	—
Wexford - - -	5	848	-	-	-	-	1	110
TOTAL - - -	309	90,356	60	19,344	220	69,953	69	17,477
ISLE OF MAN - - -	1	210	1	161	2	429	1	161
CHANNEL ISLANDS - - -	27	3,825	-	-	63	11,391	1	110
STEAM VESSELS.								
Chester - - -	-	-	-	-	1	46	—	—
Liverpool - - -	8	5,037	-	-	11	5,919	—	—
Newhaven - - -	61	9,180	-	-	63	9,472	—	—
Plymouth - - -	33	3,069	-	-	22	2,046	—	—
Southampton - - -	251	67,802	1	325	266	72,757	2	650
London - - -	41	18,108	-	-	46	13,002	—	—
Greenock - - -	1	190	-	-	3	644	—	—
Port Glasgow - - -	-	-	-	-	2	171	—	—
Cork - - -	1	345	—	—	—	—	—	—
Waterford - - -	-	-	-	-	2	166	—	—
TOTAL - - -	396	98,731	1	325	416	104,223	2	650

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>r</sup>-Gen<sup>l</sup> of Shipping.

A RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to FOREIGN PORTS, at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, and British from Foreign Vessels, between the 31st day of December 1852 and the 31st day of December 1853.

SAILING VESSELS.								
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>ENGLAND:</b>								
Aberystwith - - -	2	216	-	-	1	89	-	-
Arundel - - -	5	731	18	2,447	2	233	15	1,994
Barnstaple - - -	5	849	10	2,481	-	-	-	-
Beaumaris - - -	2	488	6	1,410	7	1,057	4	792
Berwick - - -	39	4,872	41	3,634	23	1,192	19	1,902
Bideford - - -	4	451	3	494	-	-	1	276
Boston - - -	5	520	36	3,218	4	318	36	3,218
Bridgwater - - -	15	2,117	27	5,583	2	486	10	2,430
Bridport - - -	27	3,621	8	956	7	1,175	7	752
Bristol - - -	285	41,807	311	61,812	119	29,190	111	39,733
Caernarvon - - -	4	380	-	-	70	6,283	4	430
Cardiff - - -	69	9,608	485	95,282	607	122,343	1,112	204,464
Chepstow - - -	15	2,145	1	75	1	273	-	-
Chester - - -	2	176	4	510	3	324	3	492
Colchester - - -	33	1,516	14	1,553	24	1,382	7	866
Cowes - - -	39	1,679	9	773	47	2,839	28	1,483
Dartmouth - - -	16	1,093	4	363	77	6,970	-	-
Dover - - -	53	3,739	16	2,131	40	1,448	5	649
Exeter - - -	81	4,579	47	5,066	9	797	31	3,576
Falmouth - - -	57	3,292	85	7,797	44	6,782	50	4,831
Faversham - - -	8	180	9	1,114	16	579	1	75
Fleetwood - - -	-	-	2	357	5	1,993	1	322
Folkstone - - -	-	-	7	922	-	-	4	521
Fowey - - -	25	1,562	54	7,534	66	4,498	92	9,423
Gainsborough - - -	13	1,516	30	2,840	6	451	9	977
Gloucester - - -	107	21,207	247	46,760	42	11,056	94	24,270
Goole - - -	82	7,607	156	15,176	29	2,738	75	7,542
Grimsby - - -	97	20,584	310	57,978	27	5,516	215	45,221
Hartlepool - - -	397	73,543	644	98,158	563	109,622	1,561	184,183
Harwich - - -	34	2,577	45	3,489	4	417	159	9,549
Hull - - -	628	125,376	1,537	212,814	320	69,811	1,120	153,899
Ipswich - - -	69	5,698	65	6,998	61	5,409	30	3,532
Lancaster - - -	6	868	3	298	6	1,270	1	335
Liverpool - - -	1,524	488,405	1,682	787,003	1,876	551,623	1,870	888,225
Llanelly - - -	66	7,092	57	3,976	60	3,669	65	3,868
Lowestoft - - -	22	2,631	39	5,203	44	17,253	37	5,905
Lyme - - -	7	325	1	90	-	-	-	-
Lynn - - -	52	8,994	111	7,667	15	3,051	21	1,568
Maldon - - -	26	1,130	28	1,962	31	804	-	-
Maryport - - -	-	-	-	-	3	372	-	-
Milford - - -	9	1,661	6	966	5	810	4	844
Newcastle - - -	849	137,655	1,638	199,036	2,203	427,723	2,902	376,448
Newhaven - - -	24	1,857	11	1,275	7	335	6	617
Newport - - -	43	4,066	139	39,182	326	61,855	258	80,291
Padstow - - -	10	1,279	2	458	8	800	2	458
Penzance - - -	13	1,980	43	4,899	20	2,200	31	3,597
Plymouth - - -	248	17,345	216	26,058	150	10,569	149	19,704
Poole - - -	67	5,785	49	5,543	29	2,915	50	5,421
Portsmouth - - -	74	4,140	85	8,285	27	1,848	76	6,305
Preston - - -	6	743	1	105	5	793	-	-
Ramsgate - - -	53	1,829	55	4,065	51	1,062	54	3,597
Rochester - - -	39	2,499	51	6,290	39	2,150	30	2,783
Rye - - -	37	1,551	22	1,513	26	1,001	4	316
Saint Ives - - -	13	1,375	33	4,373	30	3,637	29	4,157
Scarborough - - -	16	1,830	3	242	-	-	2	210
Scilly - - -	2	260	2	377	3	250	-	-
Shields - - -	541	109,665	422	41,451	483	92,932	634	74,256
Shoreham - - -	39	3,015	295	15,239	11	1,234	281	13,714
Southampton - - -	65	12,200	171	17,628	24	3,175	171	17,997
Stockton - - -	152	25,002	273	25,969	207	37,112	413	38,930
Sunderland - - -	687	122,485	1,262	114,921	1,060	211,048	1,613	151,526
Swansea - - -	153	31,097	189	28,038	276	45,436	234	22,919
Teignmouth - - -	21	1,426	11	1,922	11	1,310	6	1,127
Truro - - -	8	1,247	78	15,703	5	328	63	12,655

SAILING VESSELS—continued.								
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND—cont <sup>d</sup> .								
Wells - - -	19	1,593	27	1,435	—	—	—	—
Weymouth - - -	45	2,895	21	2,375	14	1,287	22	2,405
Whitby - - -	27	3,597	7	611	8	1,374	1	51
Whitehaven - - -	3	456	1	118	2	464	1	118
Wisbeach - - -	42	8,679	49	5,457	13	1,495	22	2,644
Woodbridge - - -	3	308	11	891	2	262	11	889
Workington - - -	1	103	—	—	—	—	—	—
Yarmouth - - -	82	9,672	126	12,247	41	4,180	61	6,378
London - - -	3,033	561,342	5,058	910,552	1,377	217,018	4,536	794,958
<b>TOTAL, ENGLAND</b> -	<b>10,345</b>	<b>1,933,741</b>	<b>16,509</b>	<b>2,953,048</b>	<b>10,524</b>	<b>2,109,916</b>	<b>18,464</b>	<b>3,253,617</b>
<b>SCOTLAND:</b>								
Aberdeen - - -	74	9,966	79	6,836	55	9,355	25	2,633
Alloa - - -	8	976	40	3,836	36	6,363	280	25,113
Arbroath - - -	42	5,422	39	3,320	36	5,372	10	1,001
Ayr - - -	1	180	2	278	3	513	1	146
Banff - - -	20	1,938	43	2,403	53	3,985	19	1,175
Borrowstoness - - -	28	2,940	42	4,942	202	24,363	454	44,980
Campbeltown - - -	-	-	1	126	—	—	—	—
Dumfries - - -	2	194	1	83	1	97	—	—
Dundee - - -	294	54,370	341	41,655	181	33,211	180	23,344
Glasgow - - -	275	51,522	179	44,142	467	96,035	244	63,269
Grangemouth - - -	97	10,174	404	42,173	155	15,258	388	42,112
Greenock - - -	54	13,054	39	10,640	47	20,087	45	11,975
Inverness - - -	5	1,273	6	445	17	1,512	9	572
Irvine - - -	4	603	14	2,916	137	31,903	171	36,395
Kirkaldy - - -	67	10,873	85	7,449	55	8,634	238	18,836
Kirkwall - - -	-	-	5	435	-	-	1	77
Leith - - -	236	34,322	891	86,912	86	14,696	265	28,769
Lerwick - - -	10	645	9	408	16	1,170	15	993
Montrose - - -	34	5,169	58	7,754	54	9,689	47	6,290
Perth - - -	12	1,140	34	3,421	-	-	9	1,146
Peterhead - - -	41	9,167	48	2,671	93	16,027	62	3,554
Port Glasgow - - -	4	1,114	9	2,809	12	10,336	1	383
Stornoway - - -	22	1,221	4	383	32	1,358	2	173
Wick - - -	23	1,224	111	5,848	102	7,617	146	8,840
Wigtown - - -	-	-	1	98	1	335	—	—
<b>TOTAL, SCOTLAND</b> -	<b>1,353</b>	<b>217,437</b>	<b>2,485</b>	<b>281,988</b>	<b>1,841</b>	<b>317,916</b>	<b>2,612</b>	<b>321,776</b>
<b>IRELAND:</b>								
Ballina - - -	5	587	6	877	1	105	5	633
Belfast - - -	160	22,603	205	33,157	69	13,340	211	40,869
Coleraine - - -	2	239	7	1,215	2	531	8	1,453
Cork - - -	157	28,665	224	50,164	61	11,422	207	49,216
Drogheda - - -	27	3,500	26	3,023	3	507	4	684
Dublin - - -	157	21,786	175	31,538	51	13,836	181	34,838
Dundalk - - -	16	2,607	10	1,164	1	179	—	—
Galway - - -	25	4,963	33	7,098	12	2,283	34	7,346
Limerick - - -	99	22,656	98	24,994	29	6,878	71	18,952
Londonderry - - -	43	9,261	120	21,677	19	7,711	50	10,971
Newry - - -	23	3,438	41	5,967	3	833	20	4,107
Ross - - -	15	2,326	19	4,392	6	1,694	21	4,818
Skibbereen - - -	2	631	6	1,183	1	292	3	611
Sligo - - -	22	4,120	19	3,622	9	1,926	14	2,817
Tralee - - -	15	2,360	16	3,218	10	4,868	14	2,582
Waterford - - -	51	10,819	96	20,136	24	5,149	33	18,652
Westport - - -	4	723	15	2,582	1	248	15	2,591
Wexford - - -	27	3,242	19	2,143	17	2,449	4	488
<b>TOTAL, IRELAND</b> -	<b>850</b>	<b>144,536</b>	<b>1,135</b>	<b>218,155</b>	<b>319</b>	<b>74,251</b>	<b>945</b>	<b>201,628</b>
<b>ISLE OF MAN</b> - - -	<b>6</b>	<b>782</b>	<b>30</b>	<b>3,333</b>	<b>2</b>	<b>438</b>	<b>24</b>	<b>2,826</b>
<b>CHANNEL ISLANDS</b> -	<b>1,045</b>	<b>44,316</b>	<b>213</b>	<b>14,852</b>	<b>1,113</b>	<b>40,121</b>	<b>188</b>	<b>11,409</b>

	STEAM VESSELS.							
	INWARDS				OUTWARDS			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Dover - - -	90	11,960	- -	- -	1	140	—	—
Folkstone - - -	431	64,781	- -	- -	429	64,638	—	—
Goole - - -	72	12,748	43	7,568	72	12,675	42	7,392
Grimsby - - -	84	33,212	4	548	91	35,763	4	548
Hartlepool - - -	17	3,802	- -	- -	21	4,988	—	—
Hull - - -	420	136,744	150	33,271	426	138,509	154	33,999
Liverpool - - -	243	157,332	26	35,540	251	166,164	26	36,267
Llanelly - - -	-	-	- -	- -	2	170	—	—
Lowestoft - - -	66	26,632	17	4,471	27	10,556	8	2,304
Newcastle - - -	70	17,243	- -	- -	70	17,243	—	—
Newhaven - - -	208	32,257	- -	- -	217	32,730	—	—
Southampton - - -	334	135,072	27	15,052	320	135,568	27	16,677
London - - -	1,451	415,785	241	59,367	1,167	319,481	231	57,162
Glasgow - - -	6	6,912	- -	- -	11	7,577	—	—
Grangemouth - - -	-	-	10	2,350	- -	- -	10	2,350
Greenock - - -	1	336	- -	- -	- -	- -	2	675
Leith - - -	78	18,005	2	320	73	16,956	1	160
Dublin - - -	1	359	—	—	—	—	—	—
<b>TOTAL - -</b>	<b>3,572</b>	<b>1,073,180</b>	<b>520</b>	<b>158,487</b>	<b>3,178</b>	<b>963,158</b>	<b>505</b>	<b>157,534</b>
<b>ISLE OF MAN - -</b>	<b>Nil</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>CHANNEL ISLANDS -</b>	<b>76</b>	<b>6,245</b>	<b>7</b>	<b>2,800</b>	<b>95</b>	<b>7,905</b>	<b>7</b>	<b>2,800</b>

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Regt.-Genl. of Shipping.

A RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the COLONIES of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st December 1853:—  
A similar RETURN of STEAM VESSELS and their TONNAGE.

	SAILING VESSELS.				STEAM VESSELS.			
	Under 50 Tons.		Above 50 Tons.		Under 50 Tons.		Above 50 Tons.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>AFRICA:</b>								
Bathurst - - -	49	923	14	1,270	—	—	—	—
Sierra Leone - - -	11	270	8	746	—	—	—	—
Cape of Good Hope - - -	7	228	46	6,339	—	—	—	—
Mauritius - - -	60	1,747	49	7,344	- -	- -	2	171
<b>AUSTRALIA:</b>								
Sydney - - -	150	3,805	141	26,321	6	191	9	1,437
Melbourne - - -	65	1,584	55	7,327	1	44	5	460
Hobart Town - - -	106	2,773	221	21,083	2	69	1	52
Launceston - - -	32	834	32	6,344	—	—	—	—
New Zealand - - -	117	2,400	29	1,918	—	—	—	—
<b>AMERICA (BRITISH NORTHERN COLONIES):</b>								
Newfoundland - - -	453	13,774	490	49,720	1	40	1	96
Canada - - -	257	8,628	437	73,161	22	789	69	8,564
New Brunswick - - -	428	10,568	375	102,029	10	353	14	1,633
Nova Scotia and Cape Breton.	1,167	52,998	1,773	135,989	3	96	—	—
Prince Edward Island	213	6,002	132	19,831	- -	- -	1	57

	SAILING VESSELS.				STEAM VESSELS.			
	Under 50 Tons.		Above 50 Tons.		Under 50 Tons.		Above 50 Tons.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
BRITISH WEST INDIES :								
Antigua - - -	60	1,191	4	411	—	—	—	—
Barbadoes - - -	26	626	9	738	—	—	—	—
Dominica - - -	16	383	4	248	—	—	—	—
Grenada - - -	46	484	—	—	—	—	—	—
Jamaica - - -	75	1,798	9	1,054	—	—	—	—
Montserrat - - -	1	13	1	59	—	—	—	—
Nevis - - -	11	127	—	—	—	—	—	—
St. Christopher - - -	18	245	—	—	—	—	—	—
St. Lucia - - -	12	332	2	335	—	—	—	—
St. Vincent - - -	35	623	7	656	—	—	—	—
Tobago - - -	8	228	1	97	—	—	—	—
Tortola - - -	34	205	2	182	—	—	—	—
Trinidad - - -	51	886	4	305	1	48	—	—
Bahamas - - -	135	2,900	31	2,615	—	—	—	—
Bermuda - - -	14	421	30	2,754	—	—	—	—
Demerara - - -	32	868	9	670	- -	- -	1	69
Berbice - - -	17	273	2	133	—	—	—	—

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>t</sup>-Gen<sup>l</sup> of Shipping.

A RETURN of the NUMBER of VESSELS, with their TONNAGE (distinguishing Steam from Sailing Vessels), that were Built and Registered in the United Kingdom, distinguishing Timber from Iron Vessels, in the Year 1853.

	TIMBER.		IRON.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Sailing Vessels - - - - -	635	146,380	10	8,576
Steam Vessels - - - - -	36	3,305	117	44,910
TOTAL - - -	671	149,685	127	53,486

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>t</sup>-Gen<sup>l</sup> of Shipping.

A RETURN of VESSELS Sold and Transferred in the United Kingdom, in the Year 1853, distinguishing Steam from Sailing Vessels.

	VESSELS.	TONNAGE.
Sailing Vessels - - - - -	2,928	523,159
Steam Vessels - - - - -	171	27,246
TOTAL - - -	3,109	550,405

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>t</sup>-Gen<sup>l</sup> of Shipping.

## A RETURN of VESSELS Wrecked in the Year 1853, belonging to the United Kingdom.

	VESSELS.	TONNAGE.
Sailing Vessels - - - - -	569	117,800
Steam Vessels - - - - -	12	8,414
TOTAL - - -	581	120,714

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>r</sup>. Gen<sup>l</sup> of Shipping.

## A RETURN of VESSELS Broken up in the Year 1853, belonging to the United Kingdom.

	VESSELS.	TONNAGE.
Sailing Vessels - - - - -	69	3,901
Steam Vessels - - - - -	15	1,320
TOTAL - - -	84	5,221

Custom House, London }  
23 March 1854.

W. H. Noss,  
Reg<sup>r</sup>. Gen<sup>l</sup> of Shipping.

## A RETURN of the Number of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1853; distinguishing the Number and Tonnage of each Colony respectively.

	Canada.		New Brunswick.		Nova Scotia.		Prince Edward Island.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
London - - -	-	-	-	-	3	529	1	302
Bristol - - -	-	-	1	830	-	-	-	-
Liverpool - - -	6	5,804	12	11,706	-	-	-	-
Newport - - -	1	1,190	-	-	-	-	-	-
Glasgow - - -	1	1,373	1	886	-	-	-	-
Greenock - - -	-	-	2	1,426	-	-	-	-
Belfast - - -	-	-	2	1,847	-	-	-	-
Wexford - - -	-	-	2	550	-	-	-	-
TOTAL - - -	8	8,367	20	17,245	3	529	1	302

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>r</sup>. Gen<sup>l</sup> of Shipping.

## A RETURN of the Number of FOREIGN-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1853.

PORTS OF REGISTRY.	VESSELS.	TONNAGE.	PORTS OF REGISTRY.	VESSELS.	TONNAGE.
London - - -	19	8,381	Ramsgate - - -	3	386
Arundel - - -	2	220	Scarborough - - -	1	172
Bristol - - -	1	371	Shields - - -	3	610
Carnarvon - - -	1	89	Stockton - - -	1	66
Colchester - - -	1	87	Sunderland - - -	1	166
Exeter - - -	2	863	Wells - - -	1	103
Faversham - - -	2	590	Wisbeach - - -	1	183
Fleetwood - - -	1	67	Yarmouth - - -	1	72
Gloucester - - -	1	209	Dundee - - -	1	102
Grimsby - - -	1	48	Glasgow - - -	3	1,904
Hartlepool - - -	1	161	Kirkwall - - -	1	79
Harwich - - -	1	54	Leith - - -	5	415
Hull - - -	18	2,296	Lerwick - - -	1	88
Ipswich - - -	2	184	Montrose - - -	1	273
Liverpool - - -	21	10,356	Belfast - - -	1	284
Maldon - - -	2	90	Cork - - -	3	949
Penzance - - -	1	158			
Plymouth - - -	1	71			
Poole - - -	1	76			
			TOTAL - - -	102	30,073

Custom House, London, }  
23 March 1854.

W. H. Noss,  
Reg<sup>r</sup>. Gen<sup>l</sup> of Shipping.

A RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1853 (in continuation of Parliamentary Paper, No. 299, of Session 1852-3).

		INWARDS.				OUTWARDS.			
		BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
		Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia	- - - - { Steam	27	13,489	-	-	22	12,225	1	1,800
	{ Sailing	1,790	397,775	1,881	377,754	1,353	295,037	1,089	200,010
Sweden	- - - - { Steam	38	11,388	2	190	36	10,872	-	-
	{ Sailing	223	44,814	1,089	200,187	164	31,216	887	145,817
Norway	- - - - { Steam	13	3,185	-	-	16	3,920	-	-
	{ Sailing	110	13,624	1,765	284,908	126	19,306	1,849	292,764
Denmark	- - - - { Steam	101	44,188	19	4,799	29	11,393	8	2,804
	{ Sailing	84	7,966	2,120	157,789	406	75,779	5,034	529,957
Prussia	- - - - { Steam	-	-	11	2,638	-	-	10	2,350
	{ Sailing	958	154,855	2,573	416,194	817	130,304	1,708	308,725
Germany	- - - - { Steam	432	153,096	124	41,659	419	150,254	117	31,365
	{ Sailing	1,126	202,124	1,783	164,150	1,146	203,794	1,984	195,484
Holland	- - - - { Steam	825	246,627	184	38,566	605	176,050	185	38,434
	{ Sailing	958	133,305	1,146	225,593	913	118,076	612	47,740
Belgium	- - - - { Steam	290	85,515	126	29,213	289	85,779	121	27,858
	{ Sailing	345	40,441	480	70,987	272	18,254	200	23,695
Channel Islands	- - - - { Steam	326	51,599	-	-	320	53,818	-	-
	{ Sailing	1,526	121,603	38	3,648	1,166	74,728	-	-
France	- - - - { Steam	1,576	290,158	15	1,597	1,491	275,303	15	1,597
	{ Sailing	2,926	302,449	4,367	420,130	2,651	301,791	4,061	342,092
Portugal, Azores, and Madeira	- - - - { Steam	29	9,856	-	-	23	8,451	-	-
	{ Sailing	607	62,386	179	22,644	626	68,785	548	94,063
Spain and Canaries	- - - - { Steam	1	403	12	2,510	1	500	11	2,279
	{ Sailing	516	55,450	252	32,198	1,014	174,401	683	116,821
Gibraltar	- - - - { Steam	36	14,247	-	-	37	15,273	2	650
	{ Sailing	24	3,766	3	210	174	21,728	67	11,955
Italian States	- - - - { Steam	32	14,212	-	-	33	14,877	1	150
	{ Sailing	464	66,037	257	57,265	708	130,583	575	130,229
Malta	- - - - { Steam	-	-	-	-	2	756	-	-
	{ Sailing	38	6,383	16	3,490	170	41,600	172	44,657
Ionian Islands	- - - - { Sailing	43	5,773	5	1,212	40	8,183	31	8,636
Greece	- - - - { Sailing	68	10,263	23	4,857	21	3,740	65	17,685
Turkey	- - - - { Steam	51	30,674	-	-	50	30,408	-	-
	{ Sailing	272	56,835	277	68,964	245	53,458	581	153,994
Wallachia and Moldavia	- - - - { Sailing	242	42,106	315	55,600	73	12,489	50	6,558
Syria	- - - - { Steam	3	968	-	-	6	1,756	-	-
	{ Sailing	28	5,377	14	3,146	36	7,244	10	1,997
Africa	- - - - { Steam	47	36,410	-	-	44	37,465	-	-
	{ Sailing	563	158,438	291	81,098	581	173,109	260	61,931
Asia	- - - - { Steam	16	24,172	-	-	41	26,553	-	-
	{ Sailing	834	476,983	68	44,390	1,516	789,492	408	214,437
America :									
British Northern Colonies	- - - - { Steam	4	1,791	-	-	2	1,281	-	-
	{ Sailing	1,877	775,446	443	225,753	1,329	537,767	92	29,548
British West Indies	- - - - { Steam	1	321	-	-	1	321	-	-
	{ Sailing	690	184,027	42	10,058	612	168,748	44	11,285
Foreign West Indies	- - - - { Steam	25	38,527	1	250	26	44,354	-	-
	{ Sailing	150	43,224	239	60,926	204	56,949	342	90,229
United States	- - - - { Steam	79	86,354	27	37,390	86	88,428	36	49,397
	{ Sailing	441	266,408	889	697,857	860	470,848	1,175	932,605
Central and Southern States	- - - - { Steam	16	14,731	-	-	16	17,338	-	-
	{ Sailing	693	229,399	171	37,830	590	189,282	266	62,910
Falkland Islands	- - - - { Sailing	2	562	-	-	3	1,352	1	116
Arctic Regions	- - - - { Sailing	-	-	-	-	2	574	-	-
Whale Fisheries	- - - - { Sailing	62	10,113	1	113	67	16,982	-	-
TOTAL	- - -	21,628	5,055,343	21,248	3,887,763	21,478	5,212,980	23,301	4,234,124

Custom House, London, )  
23 March 1854. }

W. H. Noss,  
Reg<sup>r</sup>.-Gen<sup>l</sup> of Shipping.

## S H I P P I N G.

RETURNS of the Number of SAILING VESSELS  
and STEAM VESSELS Registered at each Port;  
SHIPPING Entered and Cleared; SHIPS Built,  
Registered, &c.

(*Mr. Ingham.*)

---

*Ordered, by The House of Commons, to be Printed,  
27 March 1854.*

---

134.

*Under 2 os.*



## SHIPPING (IRELAND).

---

RETURN to an Order of the Honourable The House of Commons,  
dated 6 April 1854 ;—for,

A RETURN “of the NUMBER and TONNAGE of the VESSELS Entering, and Clearing Outwards of the several Ports of *Ireland*, from and to FOREIGN PORTS, distinguishing the Foreign from the Shipping of the United Kingdom ; the NUMBER and TONNAGE of the VESSELS employed in the Channel and Coasting Trade (those from and to a Port within a Port to be given separately from the Port itself) ; also, the NUMBER and TONNAGE of the VESSELS REGISTERED in the several Ports of *Ireland*, Year by Year, for the Four Years commencing the 5th day of January 1850, and ending the 5th day of January 1854 (in continuation of Parliamentary Paper, No. 171, of Session 1851).”

(*Mr. Bowyer.*)

---

*Ordered, by The House of Commons, to be Printed,*  
*16 May 1854.*

---

A RETURN of the NUMBER and TONNAGE of the VESSELS Entering, and Clearing Outwards of the several Ports of *Ireland*, from and to FOREIGN PORTS, distinguishing the Foreign from the Shipping of the United Kingdom; the NUMBER and TONNAGE of the VESSELS employed in the Channel and Coasting Trade (those from and to a Port within a Port to be given separately from the Port itself); also, the NUMBER and TONNAGE of the VESSELS REGISTERED in the several Ports of *Ireland*, Year by Year, for the Four Years commencing the 5th day of January 1850, and ending the 5th day of January 1854 (in continuation of Parliamentary Paper, No. 171, of Session 1851).

YEAR ENDING 5 JANUARY 1851.

	FOREIGN TRADE.						COASTING TRADE.				VESSELS REGISTERED.		
	Entering Inwards.			Clearing Outwards.			Entering Inwards.		Clearing Outwards.				
	British.			Foreign.			British.		British.				
	Foreign.			British.			Foreign.		British.				
	Vessels.	Tonnage.		Vessels.	Tonnage.		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
Ballina -	6	576	3	438	2	371	1	131	45	2,845	23	1,423	81
Belfast -	202	44,226	110	21,210	144	34,945	113	23,831	4,867	586,430	1,734	378,454	74,770
Coleraine (including Portrush)	13	2,142	8	988	5	1,166	5	568	472	79,796	258	46,145	377
Cork, including Youghal	253	47,214	228	44,900	120	26,017	205	38,683	2,300	289,638	1,892	234,705	51,702
Drogheda -	13	2,164	9	1,180	2	226	1	155	760	124,279	499	108,500	7,000
Dublin -	281	44,721	182	37,401	85	21,020	172	36,566	6,048	745,338	3,555	506,781	39,853
Dundalk -	9	1,401	8	1,151	2	509	-	-	600	75,604	295	55,873	2,964
Galway -	69	8,941	40	9,252	35	7,725	29	6,680	105	10,185	40	2,543	4,086
Limerick -	160	32,923	84	14,255	98	23,624	84	14,674	334	33,383	363	35,732	12,291
Londonderry -	74	15,128	43	7,349	32	10,821	13	3,043	990	144,499	612	113,400	7,403
Newry -	23	5,387	12	2,150	12	6,720	4	854	1,007	95,677	459	60,480	9,568
Ross -	23	4,893	20	4,851	22	7,391	19	4,231	219	19,977	62	3,439	9,382
Skibbereen -	3	1,326	4	666	1	286	3	487	250	10,953	203	9,907	2,823
Sligo, including Ballyshannon and Donegal.	36	5,638	15	2,968	19	4,649	1	155	238	34,568	159	28,953	4,789
Strangford -	1	318	-	-	2	408	-	-	461	20,519	223	9,400	1,754
Tralee -	25	3,807	10	4,032	5	1,253	5	461	204	10,038	104	6,202	1,147
Waterford -	90	15,865	92	14,260	55	11,235	92	14,023	1,174	166,227	945	137,953	22,750
Westport -	29	4,561	8	1,386	11	2,121	10	1,797	70	5,160	50	3,557	208
Wexford -	33	4,961	10	980	29	4,636	4	351	699	39,681	438	31,812	9,084
	1,838	246,192	886	166,417	681	165,123	761	146,670	20,748	2,494,732	11,914	1,777,264	261,432

YEAR ENDING 5 JANUARY 1852.

	FOREIGN TRADE.						COASTING TRADE.						VESSELS REGISTERED.		
	Entering Inwards.			Clearing Outwards.			Entering Inwards.		Clearing Outwards.						
	British.		Foreign.	British.		Foreign.	British.		British.						
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.					
Ballina -	-	-	-	-	-	-	-	-	-	-	-	-	1	17	
Belfast -	-	-	-	-	-	-	-	-	-	-	-	-	-	461	76,940
Coleraine (Portrush) -	-	-	-	-	-	-	-	-	-	-	-	-	-	12	377
Cork (including Youghal) -	-	-	-	-	-	-	-	-	-	-	-	-	-	412	50,778
Drogheda -	-	-	-	-	-	-	-	-	-	-	-	-	-	51	6,499
Dublin -	-	-	-	-	-	-	-	-	-	-	-	-	-	448	41,263
Dundalk -	-	-	-	-	-	-	-	-	-	-	-	-	-	26	2,859
Galway -	-	-	-	-	-	-	-	-	-	-	-	-	-	22	3,869
Limerick -	-	-	-	-	-	-	-	-	-	-	-	-	-	102	13,521
Londonderry -	-	-	-	-	-	-	-	-	-	-	-	-	-	37	7,878
Newry -	-	-	-	-	-	-	-	-	-	-	-	-	-	119	8,256
Ross -	-	-	-	-	-	-	-	-	-	-	-	-	-	26	9,312
Skibbereen -	-	-	-	-	-	-	-	-	-	-	-	-	-	99	2,550
Sligo, Ballyshannon and Donegal -	-	-	-	-	-	-	-	-	-	-	-	-	-	29	4,062
Strangford -	-	-	-	-	-	-	-	-	-	-	-	-	-	53	2,505
Tralee -	-	-	-	-	-	-	-	-	-	-	-	-	-	13	960
Waterford -	-	-	-	-	-	-	-	-	-	-	-	-	-	183	21,470
Westport -	-	-	-	-	-	-	-	-	-	-	-	-	-	6	207
Wexford -	-	-	-	-	-	-	-	-	-	-	-	-	-	104	9,088
	1,603	306,013	1,230	269,134	813	212,982	1,025	233,731	22,185	2,570,112	12,329	1,888,822	2,208	262,411	

## YEAR ENDING 5 JANUARY 1853.

	FOREIGN TRADE.						COASTING TRADE.						VESSELS REGISTERED.	
	Entering Inwards.			Clearing Outwards.			Entering Inwards.			Clearing Outwards.				
	British.		Foreign.		British.		Foreign.		British.		Foreign.			
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Ballina -	16	2,113	2	296	-	-	2	296	47	3,466	52	4,613	1	17
Belfast -	211	40,910	136	26,745	115	27,572	133	27,437	5,466	639,185	1,803	386,354	464	78,373
Coleraine (including Portrush)	7	1,500	5	879	5	1,017	1	206	539	111,777	227	57,803	12	355
Cork (including Youghal)	255	54,063	162	37,938	125	29,199	154	36,439	1,919	236,699	1,521	186,610	415	50,165
Drogheda -	42	6,409	10	1,660	5	517	3	418	861	131,010	535	118,737	51	6,489
Dublin -	277	53,724	127	25,482	104	26,566	135	26,820	6,190	789,975	3,795	607,592	454	39,814
Dundalk -	30	5,055	7	1,170	8	1,441	4	624	591	77,485	317	61,244	25	2,715
Galway -	38	7,794	27	6,285	18	4,655	24	5,680	71	6,834	53	4,432	14	1,647
Limerick -	132	32,688	76	20,727	79	22,685	59	16,900	412	48,591	495	59,148	98	13,203
Londonderry	91	23,033	70	15,055	40	14,565	23	6,605	1,170	183,462	802	156,626	32	7,010
Newry -	55	10,542	38	7,541	25	6,587	7	1,224	880	91,089	403	61,297	119	8,508
Ross -	21	5,241	20	6,530	13	6,551	20	5,513	223	17,741	59	3,727	22	7,660
Skibbereen -	9	2,315	4	598	2	436	-	-	229	10,349	165	9,146	98	2,553
Sligo (including Ballyshannon and Donegal.)	46	9,490	29	4,988	25	6,354	25	4,796	257	38,243	207	36,775	31	4,288
Strangford -	2	466	-	-	1	331	-	-	491	21,837	219	8,678	52	2,562
Tralee -	26	5,258	16	2,945	10	5,034	3	1,919	252	15,648	162	13,818	15	1,013
Waterford -	82	17,071	81	19,472	50	11,273	73	18,210	915	119,475	822	101,304	174	20,390
Westport -	15	2,931	7	1,648	6	1,300	8	1,976	60	4,270	56	4,784	5	207
Wexford -	42	6,105	11	1,270	19	2,822	3	309	521	34,655	432	31,156	96	8,078
	1,397	286,708	828	181,229	650	168,955	677	155,372	21,100	2,580,791	12,125	1,913,844	2,178	254,997

RETURNS RELATING TO SHIPPING (IRELAND).

5

YEAR ENDING 5 JANUARY 1864.

	FOREIGN TRADE.						COASTING TRADE.						VESSELS REGISTERED.	
	Entering Inwards.			Clearing Outwards.			Entering Inwards.			Clearing Outwards.				
	British.		Foreign.		British.		Foreign.		British.		Foreign.			
	Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.			
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.		
Ballina -	7	1,017	7	1,044	3	585	6	797	44	3,057	62	4,424	3	251
Belfast -	217	40,571	229	41,078	100	23,812	228	43,912	6,645	889,576	2,679	611,165	498	83,178
Coleraine (Portrush) -	5	1,104	8	1,446	3	865	8	1,453	450	89,961	35	4,637	11	272
Cork (including Youghal) -	210	43,962	229	51,506	115	27,113	228	52,574	2,345	274,667	1,770	196,098	409	50,363
Drogheda -	32	4,417	26	3,028	3	507	4	684	767	122,702	521	113,899	53	7,146
Dublin -	219	42,690	197	38,782	77	23,020	194	38,743	6,546	836,838	4,118	622,919	464	41,770
Dundalk -	24	4,065	10	1,164	1	179	1	98	638	89,059	302	69,387	26	2,480
Galway -	32	6,096	34	7,438	19	4,027	35	7,614	75	8,079	70	5,858	15	861
Limerick -	138	33,862	98	24,994	67	19,297	75	20,162	409	51,902	467	58,472	100	12,376
Londonderry -	52	13,299	121	22,492	26	9,924	55	12,276	1,056	187,815	720	162,013	31	5,891
Newry -	33	6,281	43	6,605	5	1,771	21	4,535	842	88,678	333	50,057	120	8,567
Ross -	21	3,992	21	4,914	13	5,468	21	4,818	194	16,630	66	4,594	18	5,825
Skibbereen -	5	1,337	6	1,163	1	292	3	611	255	11,553	225	11,905	97	2,487
Sligo, Ballyshannon and Donegal -	34	6,796	19	3,622	17	3,974	15	3,059	228	34,343	199	32,829	34	4,251
Strangford -	1	330	-	-	1	330	-	-	501	22,944	177	6,762	53	3,459
Tralee -	19	3,289	17	3,342	14	6,074	14	2,582	303	17,968	183	13,546	16	1,035
Waterford -	73	16,848	96	20,136	54	13,589	96	21,995	1,074	121,748	913	101,355	173	20,279
Westport -	7	1,550	15	2,582	5	1,144	15	2,591	60	4,043	47	4,000	5	207
Wexford -	32	4,090	19	2,143	17	2,449	6	598	529	35,784	475	33,785	98	8,666
	1,161	235,596	1,195	237,499	541	144,370	1,014	219,105	22,961	2,902,292	13,262	2,107,605	2,219	259,364

Custom-House, London, }  
11 May 1864.

W. H. Noss,  
Registrar-General of Shipping.

**SHIPPING (IRELAND).**

---

**RETURN of the NUMBER and TONNAGE of  
VESSELS Entering, and Clearing Outwards,  
and the NUMBER and TONNAGE of VESSELS  
REGISTERED, in each of the several Ports of  
*Ireland*, for the Four Years ending 6th  
January 1854.**

**(*Mr. Bowyer.*)**

---

---

*Ordered, by The House of Commons, to be Printed,  
16 May 1854.*

---

---

250. +

*Under 1 oz.*

**APPRENTICES (MERCHANT SEA SERVICE).**

---

**RETURN to an Address of the Honourable The House of Commons,  
dated 6 April 1854 ;—for,**

**A “ RETURN of the Number of APPRENTICES in the MERCHANT SEA SERVICE  
on the 1st day of January 1850 and the 1st day of January 1854.”**

---

1st January 1850	-	-	-	-	-	31,636
1st January 1854	-	-	-	-	-	13,826

---

***J. H. Brown,***  
**Registrar-General of Seamen.**

**General Register and Record Office of Seamen,  
Custom-House, London, 11 April 1854.**

APPRENTICES (MERCHANT SEA  
SERVICE).

---

RETURN of the Number of APPRENTICES in the  
MERCHANT SEA SERVICE on the 1st day of  
January 1850 and the 1st day of January 1854.

(*Mr. Horsfall.*)

---

---

*Ordered, by The House of Commons, to be Printed,  
10 May 1854.*

---

---



**BRISTOL CHANNEL.**

---

RETURN to an Order of the Honourable The House of Commons,  
dated 29 May 1854 ;—for,

A COPY “ of the MINUTES OF EVIDENCE taken before Captain *Beechey*, relative  
to the NAVIGATION of the BRISTOL CHANNEL.”

(*Mr. John Henry Vivian.*)

---

A TRANSCRIPT OF THE SHORTHAND WRITER'S  
MINUTES OF EVIDENCE TAKEN BEFORE CAPTAIN BEECHEY, R.N.  
AT AN  
INQUIRY INTO THE PRESENT SYSTEM  
OF  
PILOTAGE OF THE BRISTOL CHANNEL.

---

---

*Ordered, by The House of Commons, to be Printed,  
2 June 1854.*

---

**MINUTES OF EVIDENCE** - - - - - p. **3**

**APPENDIX** - - - - - p **129**

TRANSCRIPT of the Short-hand Writer's MINUTES of EVIDENCE taken before Captain *Beechey*, R.N., at an Inquiry into the present System of PILOTAGE of the BRISTOL CHANNEL.

COMMISSION before CAPTAIN BEECHEY, R.N., held at Bristol, April 20th, 21st, 22d, 24th, and 25th, 1854.

PRESENT :

A Deputation from the Town Council of Bristol, consisting of the following gentlemen :—Mr. Langton, M.P., Mr. R. P. King, Mr. W. King, Mr. James Poole, Mr. R. Robinson, Mr. Alexander, &c., with the City Solicitor, Mr. Brice, and Town Clerk, Mr. Burges.

A Deputation from the Society of Merchants Venturers of the City of Bristol, composed of the Masters, Warden, and several members of the society, and other gentlemen connected with the Chamber of Commerce and shipping interests of the port.

A Deputation from the port of Gloucester, consisting of Mr. Price, M.P., Mr. Clegam, and Sub-commissioners of Pilotage for Gloucester.

A Deputation from Newport ; consisting of Mr. Knapp, and Sub-commissioners of Pilotage for that port.

A Deputation from Swansea :—Mr. Thomas.

A Deputation from Bridgwater :—Mr. Sully.

Bristol Local Marine Board Offices, Princes-street, Thursday, 20 April 1854.

20 April 1854.

Before CAPTAIN BEECHEY, R. N.

Mr. *Brice*.] THE Town Clerk and myself are here, sir, to-day, as solicitors to the corporation of Bristol, in consequence of the notice received by Captain Drew, the haven-master, that you intended to open an inquiry into the subject of the pilotage of the Bristol Channel. We shall be prepared to answer all inquiries which may be addressed to us, and to offer some details, after we have heard what is to be stated from other places ; but we have thought, sir, that business may be facilitated if you will tell us the course you will adopt, and if you will lay down that course we will shape ourselves in the best way we can to meet it.

Mr. *Henry Brittan*.] I appear here, sir, for the Bristol Channel pilots, not for any official body, but to make any observations I may think necessary on behalf of their interests.

Captain *Beechey*.] Gentlemen, the object of my coming down here is to inquire into the system of the pilotage of the Bristol Channel, as it is at present carried out, pursuant to an arrangement which has been made between the President of the Board of Trade and the several pilotage authorities of the Channel. In doing so, I shall wish to hear what all parties have to say on the subject, and I wish so to conduct that inquiry that each party may know what is said by the other. With this view I shall receive, in the first instance, statements of any grievances they have to offer, and then go on to inquire into the particulars of each pilotage district, with a view to the ultimate improvement of the general system, so that

20 April 1854.

what will apply to one will apply to the whole of the pilotage authorities. I will take the statements of any parties who are here, and who may be prepared to give their evidence.

Mr. *Lewis Thomas*, Solicitor to the Swansea Harbour Trustees.] I think it would be more conducive to expedition if the case of Gloucester were heard first, as I appear for a place which is situated in the chops of the Channel, and what I shall have to say on the subject will be small indeed compared with that of the parties from Gloucester, because whatever may be said in favour of Gloucester must apply to Swansea as well.

Captain *Beechey*.] I am desirous of hearing what it is in your pilotage of which you complain; whether you have any grievance, or anything you want changed, or whether you wish to suggest anything with regard to your own pilotage. If you have anything to urge on these points, I should wish you to say so straightforward, that we may hear what it is.

Mr. *Thomas*.] There is a pilot here from Gloucester, I believe, who can speak as to that port.

Captain *Beechey*.] We will hear what he has to say.

*William Matthews*, junior, then handed in the following statement:—William Matthews, junior, has been a branch first-class pilot for the port of Gloucester for 21 years. He is well acquainted with the navigation of the river Severn from the entrance of the Gloucester and Berkeley Canal at Sharpness Point, downwards, and with the Bristol Channel as far down as the Nash Point. He is of opinion that the employment or not of pilots for navigating the Bristol Channel between Lundy Island and the Holms may safely be left to the masters of vessels, and that the compulsory employment of the pilot is much objected to as an unnecessary tax upon vessels. He is enabled to say this from constant communication with the masters of vessels for the last 20 years. He knows that a very large number of vessels do evade the Bristol Channel pilotage both up and down. Excluding the vessels to and from Bristol, he believes that one-half the rest, liable to the pilotage, altogether evade it. In the attempts made to avoid the Channel pilots he considers much risk is run by masters of vessels. He has constantly heard that in bad weather the pilots are not to be met with at Lundy Island, and many masters of vessels whom he knows never expect at such times to fall in with them. He sees no remedy for this except making Lundy and Ilfracombe stations for the pilots, with larger craft, capable of carrying comfortably several pilots. The Bristol Channel pilots are generally found in numbers at Penarth Roads, on the look-out for outward-bound vessels from Cardiff and Newport, and he has known cases where the pilots have selected English vessels, the masters of which did not desire their services, and avoided foreign vessels, the masters of which really wished a pilot. He considers that the trade to and from Gloucester suffers much loss of time by the change of pilots, and by the jurisdiction of the Gloucester pilots being confined to Kingroad upwards. This is often the cause of much detention, and especially when the tides are taking off; the Bristol Channel pilots having no interest in expediting the upward voyage of any vessel bound above Kingroad, nor do they do so. He considers that the extension of the jurisdiction to the Holms would be highly advantageous, and that all the Gloucester pilots are competent to this duty.

*William Matthews*, Junior, Examined by Captain *Beechey*.

1. THIS is your statement?—Yes, it is.
2. Have you any remarks to make upon it?—Nothing more than that.

Mr. *Brice*.] With your permission, sir, I will put a few questions to this pilot.

Captain *Beechey*.] In a moment.

3. (To *Matthews*.) You say in your statement, that you see no remedy for this, except making Lundy and Ilfracombe stations for the pilots, with larger craft, capable of carrying comfortably several pilots; is that so?—Yes.

4. Do you, as you say there is no necessity for a pilot beyond the Holms, still think so; if so, what is the use of having a pilot station at Lundy?—Very often they can't get one.

5. But

20 April 1854

5. But you say there is no necessity for having a pilot beyond the Holms?—I mean for our ships to Gloucester.

6. Let me understand you; it is necessary to ask whether you intend that your remarks apply only to Gloucester ships, and not to Bristol ships?—No, not whatever.

7. Do you mean to say that ships bound to Gloucester require no pilots to the Holms, but that Bristol ships do?—It is the constant information which we have from the masters of the ships.

8. But you don't know of your own knowledge?—Nothing more than what I have heard from them.

9. Do any captains navigate the ships themselves?—Yes; I can show you a letter I had from a captain yesterday.

10. Then, not being able to find a pilot off Lundy Island, they run their own ships?—Yes, so I am told.

11. Then you don't know any Gloucester shipmasters who are capable of running up their ships themselves?—No; it is merely a statement made to me by the masters.

12. Then you think a station on Lundy Island, or Ilfracombe, would remedy this?—Yes, I do; the boats are said not to be big enough to stop there now.

13. But you think it desirable to pick up a pilot at Lundy, if you can get one there?—No, not for our ships; we don't want them.

14. Don't you think they could run their ships from the Holms up to Kingroad as well?—They have done it; I heard a master say the other day he had done it several times.

15. But supposing it desirable to let the Gloucester ships go without a pilot to Kingroad, could they go beyond?—I think not; I think they could not up to Sharpness, because it is an intricate channel there, with frequent shifts.

16. How long can you make sure of the channel up to Gloucester being the same?—Not more than one spring; if I had not lately seen the channel, I should not like to take up a heavy ship to Gloucester.

17. How long would you like to elapse without seeing the channel and taking up a vessel?—Not more than one spring; I mean about ten days.

18. Do you think it is the springs that alter the channel?—Yes; it would not be safe for a man if he had been away to take a heavy ship up, unless he saw another pilot. I have known the channel remain for five years all the same, and I have known it shift in a month.

19. Would you be satisfied with the statement of another man?—Yes.

20. How often do you survey the channel?—We generally survey it once a month; not all of us; but we generally attempt to do it every two springs.

21. What is the delay which you experience under the present system as it is now in operation?—The delay is in getting the ships up to Kingroad; they are not brought up there when they might be.

22. How would you propose to remedy that delay?—By making the station for the Gloucester pilots at the Holms.

23. Then how could you bring the ships up to Kingroad quicker?—The Bristol pilots have no interest to do so.

24. Explain what you mean. It is between the Holms and Kingroad that we are now talking of?—Undoubtedly they could do it if they liked; but they are afraid they can't get ashore there sometimes.

25. Then it is there being no convenience in Kingroad to take the pilot out of the ship that occasions the delay?—Yes, that is it; I don't know any other. There is a delay in the navigation between the Holms and Kingroad sometimes, and I have lost some springs before now through it.

26. Then you think the Gloucester pilots would bring the ships up to Kingroad quicker?—Yes, because they know where they have to go afterwards, and what time they have to do it in.

27. If a ship is brought up without these delays she will be able to go on from Kingroad to Gloucester, if the pilots were there?—Yes.

28. How late do you consider it safe to go from Kingroad?—At three hours' tide all the way from Sharpness Point.

Mr. Brice.] I observe, sir, from the course which your examination has taken that it is rather your object to get information than to elicit evidence  
286. A 3 by

20 April 1854.

by strictly technical rules. With that view, I shall be glad if you will allow the haven-master to ask a few questions of this witness, as I think he will be able to put the technical points more clearly than if the questions came through me. I am quite prepared to undertake the task myself, but as the object is to save time, perhaps you will not object to Captain Drew asking a few questions.

Captain *Beechey*.] I think it would be better to address the Chair, and to let the questions be put through me. You can put the questions you wish asked through me to the person, and take the answers from him in that way.

*William Matthews' Examination continued by Captain Drew, through Captain Beechey.*

29. I think I understand you to say that you have been for 20 years a pilot for the port of Gloucester?—For 21 years.

30. Will you tell us the difficulties and dangers of running from Kingroad to the Holms?—I don't see any difficulties at all.

31. Suppose the pilot is to turn the ship up?—Of course there is a difference.

32. Will you ask him, sir, where Tail Patch is from the Holms?—About a mile and three quarters from the Holms; it bears E. S. E. from the Flat-holms.

Captain *Beechey* (to Captain *Drew*).] It will not forward your views much to go on to show whether this man is a qualified pilot or not.

Mr. *Brice*.] I submit, sir, that it has to do with the matter in this way: As I understand the Swansea gentlemen, the proposition is that there shall be an independent pilotage, and I conclude a similar claim is to be made on behalf of the other ports in the Channel. Now I do submit that, although there may be some grievances, which I am not here to dispute, it is important to inquire how far these ports are qualified to take the matter into their own hands. And therefore, sir, I ask you if a separate jurisdiction is sought for Gloucester, to inquire how far this man would be competent to perform the duties of a pilot of the Bristol Channel; and how far he is qualified to have our ships left to his tender mercies to land them on these patches, of which he appears to be entirely ignorant of the existence. I think it is important to ascertain the materials to which we should have to trust, in the event of the change contemplated being carried out.

Mr. *L. Thomas*.] I think if Mr. Brice will refer to the memorial of the Gloucester people, he will see that their intention is different from what he has stated. They only ask for a jurisdiction down to the Holms, not to be made Channel pilots. The fifth part of the prayer of their petition is the one I allude to.

Captain *Beechey*.] If Captain Drew asks to pursue this examination, I will allow it; but I do not wish to examine into the merits of the pilots of all the ports. I will undertake to say that if any change ought to take place in the present system, we may presume that the pilots will not be allowed to practise without being licensed, or without having passed an examination and being found qualified; and therefore I think the consideration of the qualification of the pilots now may be dispensed with.

Captain *Drew*.] Will you ask him (William Matthews, junior,) as to Ilfracombe; what his knowledge is as to Ilfracombe?

Mr. *L. Thomas*.] I ask you, sir, (Captain Beechey) to read the fifth part of the prayer of the petition from the Gloucester people.

Captain *Beechey*.] I will if you will find it.

Mr. *Thomas*.] The fifth prayer is, "That the districts of the pilots of Bridgwater should be limited as at present, and the districts of the pilots for Cardiff, Newport, Bristol, and Gloucester, should be restricted between those ports and the Flat-holms, with liberty to board any inward-bound vessels at any distance westward within sight of the Flat-holmes."

I think,

I think, sir, that any mention below that point will be out of order at this moment.

20 April 1884.

Mr. Brice.] This completely bears out what I said, that the Gloucester pilots propose to have the power to board Bristol ships; and I think it is important to Bristol to show that she would have to entrust her ships to men who, upon the cross-examination of this witness, it is quite clear do not understand the bearings in the case.

Mr. Thomas.] As I read the prayer of the petition, this is not so, I think.

Captain Beechey.] Read it again, if you please.

Mr. Thomas.] "That the districts of the pilots of Bridgwater should be limited as at present, and the districts of the pilots for Cardiff, Newport, Bristol, and Gloucester, should be restricted between those ports and the Flatholms, with liberty to board any inward-bound vessels at any distance westward within sight of the Flatholms." I apprehend, sir, that this means that the pilots of Gloucester port shall be licensed down as far as the Holmes, and that the same rule shall apply to the pilots of the other ports.

Mr. Brice.] That cannot be, because if there is any force in language, "any inward-bound vessels" mean Bristol vessels, as well as vessels bound to other ports.

Mr. Thomas.] It means any inward vessels bound to their own port, I submit.

Captain Beechey.] It does not say so there.

Mr. Thomas.] Certainly that is the extent to which I believe the memorialists go, and I am sorry there is no party here from Gloucester to bind them as to their meaning.

Captain Beechey.] If any of the parties here wish to have the memorials read out, I will do so, as I have no wish to withhold anything which has been put before me.

Mr. H. Brittan.] I think it will be as well that they should be read.

Mr. Brice.] It will be satisfactory that we should know what parts of the present system are impeached; and therefore I think we ought to know what these memorials contain.

Mr. H. Brittan read the following memorial (annexed).

Vide (A.) at p. 129 of the Appendix.

Mr. Brice.] The statements in that memorial, sir, are incorrect in some particulars; for instance, it is incorrect that the employment of a channel pilot between Lundy and Kingroad is compulsory on all vessels exceeding 80 tons register; all vessels engaged in the coasting trade are exempt; the pilotage of the Bristol Channel, the compulsory pilotage, is confined to the foreign trade.

Captain Beechey.] I should wish that to be noticed on our minutes.

Mr. Brice.] I am exceedingly glad, sir, on the part of the corporation of Bristol, that you have allowed that memorial to be read, because it discloses many things which we did not before know of. With the arguments of the Bristol Dock Committee I am of course familiar, and those arguments I conceive have not been refuted to-day. But if the Gloucester people say a different system is required, I am here to contend, if you should be of opinion that any alteration is required, that the present system is a good and safe system, and that it has worked well and economically, notwithstanding the allegations contained in that memorial, which have not, however, been supported by the evidence of the witness who has been called to-day. I am quite certain that the Gloucester people intend to include in their jurisdiction all vessels coming inwards, and if that were granted, this witness might, if he were to the westward of the Holmes, board the most valuable vessel which was coming in. Again, sir, they say that Ilfracombe ought to be a station for pilots, and I suppose the Gloucester people will support that statement by some evidence. This witness, perhaps, will say why Ilfracombe would be a proper station for pilots, and then

20 April 1854.

then we may ask him what the capabilities of Ilfracombe are, how long its harbour is dry, whether it can be approached at all in certain gales of wind, and so on. I should like also to ask him, does he know——

Captain *Beechey*.] You may ask him any question as to Ilfracombe.

33. Mr. *Brice*.] Then, sir, I will ask him whether it is possible to get out of Ilfracombe in heavy northerly gales in a pilot boat?—(*W. Matthews*, jun.) I have received all my information from the masters of vessels.

34. Mr. *Brice*.] Then you are not personally aware that it is dry at Ilfracombe 12 hours out of the 24?

Captain *Beechey*.] I must receive all this as a statement made to you (*Matthews*) by masters of vessels; but I wish to know from you what you know yourself of the navigation of the Channel, and what you yourself propose respecting it, and what are your grievances?

(*Answer*.) Our grievance is, that our ships are often detained coming up from the Holms to Kingroad; that is all my grievance.

35. How do you lose the time?—By the ships not coming up on the proper tide.

36. Do you happen to know that they might have been brought up before?—Yes; because they have not come up before high water.

37. Then you speak now from your own knowledge?—Yes; I have known this frequently.

38. Then what is your other objection to the present system?—I have no other reason, any more than all the masters of ships want us to take their ships down to the Holms.

39. If you were to take them down to the Holms, they would go down free of the Bristol pilotage?—Yes; they always want us to do it, and it is very reasonable they should.

40. You have recommended Ilfracombe as a station for pilots; is that your own recommendation?—No; it is what the masters have said to me.

41. You have no opinion of your own about it then?—No; but I have been told that you can't get pilots at Lundy in bad weather.

42. Can you give me any facts to show that you could get them at Ilfracombe and not at Lundy?—No.

43. Do you often go to Ilfracombe?—No; I may go down two or three times a year to Ilfracombe, but nothing more.

Mr. *Brice*.] There is one other point, sir, to which I should wish you to direct this witness's attention, and that is the statement that the proposed alteration would be more economical. Will you ask him what would be his charge for the pilotage of a vessel drawing 10 feet of water from Sharpness Point to Kingroad. We shall be quite prepared to show by and by that the charges of the Channel pilots are much less in proportion.

Captain *Beechey*.] I will ask him by and by; but at present I wish to hear from the witness what are his grievances, and what are the remedies he proposes.

44. (*To Matthews*.) You have heard that memorial read?—Yes; but I never saw it before.

45. Were any of you examined in reference to it?—No.

46. You have heard it stated that it would be more economical if the system proposed were adopted. Is that your opinion?—Yes; if the pilotage only extended from the Holms, there would only be a charge of six guineas.

Mr. *Brice*.] Then the only question is, whether pilotage between the Holms and Lundy is desirable. I would ask the witness if he knows anything of the Bristol skiffs?

Captain *Beechey*.] You will have plenty of evidence as to that.

*W. Matthews*.] I have heard the masters say ——

Mr. *Brice*.] Yes; it comes back again to what you have heard.

47. Captain *Beechey*.] Do you know anything of the skiffs below the Holms?—(*Matthews*.) No; I know they are very fine boats; I have often heard them say though that they were forced to run from Lundy.

A deputation



20 April 1854.

A deputation from Gloucester, consisting of Mr. Price, M. P. for Gloucester; Mr. W. B. Clegram, Clerk to the Gloucester and Berkeley Canal Company; Captain Clegram and Captain Bradley, Sub-commissioners of Pilotage for the Port of Gloucester, here arrived, and after a conference with Captain Beechey,

Mr. W. B. Clegram, Clerk to the Gloucester and Berkeley Canal Company, said, I can state nothing of my own knowledge in reference to this matter; but I have here the evidence of masters of vessels, who it was impossible for us to bring here or to detain. I have to hand in the written opinions of four masters of vessels, as expressing very generally the opinions of the whole class. They were taken down before the dockmaster of Gloucester, and if you will allow me, I will put those statements in.

Mr. Brice.] Will that be in accordance with the principle which you laid down at the outset, sir?

Captain Beechey.] I am ready to take any statements which are tendered, if they are authenticated; but I shall only receive them for what they are worth.

Mr. H. Brittan.] You will observe, sir, that this course affords no opportunity for cross-examining. We have had one party who has handed in a statement to-day subjected to cross-examination, and then his statement turned out not to be worth that (a snap of the fingers). That being the case, are certain statements now to be put in by Mr. Clegram from other persons, whom we shall not be able to test, and to know what means they had of forming the opinions they have thus expressed? Now, I think that the fact that the cross-examination of the only witness we have had to-day has elicited that he knows nothing at all of the matter, except what he has heard from other parties, ought to put you on your guard against receiving any more hearsay evidence.

Captain Beechey.] I have received the statement of William Matthews as a statement, and for what it is worth as such; and I will receive any others from persons who have navigated the Channel.

Mr. H. Brittan.] My observation was meant to go to this, that you have been able to test the value of Matthews' evidence by cross-examination; but these other parties are not here, and therefore I think it is a very awkward mode to take mere statements which are put down on paper. We know how easy it is, by the alteration of perhaps a single word, to give another colour to a statement, and that this cannot be obviated without having the parties here to test them by their statements.

Captain Beechey.] I intend to take all the statements which may be offered me, and by having them read they may elicit remarks, and be beneficial to the inquiry.

Mr. Price, M. P.] We merely put these statements in *quantum valeat*, and it must be clear that that is all we can do. As to bringing in written statements, it is constantly done from time to time in cases of this sort, and we don't ask to have them received for more than they are worth.

Captain Beechey.] Hand them in.

Mr. Clegram.] The first is the statement of William Richmond, master of the "Thetis" for 11 years.

William Richmond, master of the "Thetis," of Newcastle, has been acquainted with the Bristol Channel between 11 and 12 years; in the "Thetis" the whole time; her register tonnage is 251 tons. Has traded between the Baltic and Gloucester, and North America and Gloucester, having made about four passages of the Channel every year. He considers that a slight acquaintance with the Channel would enable a master of the vessel to navigate the Channel between Lundy Island and the Holms with safety without a pilot. He constantly endeavours to avoid being boarded by a pilot within such district. He considers that this is generally the case with those vessels, the masters of which know anything about the Channel, and that in their attempt to do so they frequently run themselves into danger.

His experience enables him to say, that in bad weather, and after dark, Bristol Channel pilots are not to be got in the lower part of the Channel, when they are most wanted. He considers that Ilfracombe should be made one of the stations for the Bristol Channel pilots,

20 April 1854.

as this station would enable them to fall in with vessels at all times. He also considers that it would be very advantageous for vessels trading to Gloucester if the district of the Gloucester pilots were extended to the Holms; it would save the delay that sometimes occurs from having to wait at Kingroad.

He considers that a very large proportion of the vessels navigating to the different ports in the Channel try to avoid the pilots, feeling the charge to be an unnecessary tax upon them, and that one-third of the vessels do avoid them.

The first time he ever entered the Channel he passed Lundy in the night, and had a jack flying for a pilot after daylight, but no one boarded his vessel but a hobbler, about midway between Ilfracombe and the Nash.

(signed) *William Richmond.*Witness, *Thos. Francillon.*

Gloucester, 4 March.

I will now read the statement of William Marshall, master of the "London," and who has navigated the Channel for 21 years.

William Marshall, master of the "London," of Gloucester, 661 tons register. Has navigated the Bristol Channel for 23 years. He is of opinion that the master of a vessel acquainted with the Bristol Channel is as well able to navigate the Channel without as with a pilot. He considers that vessels should not be compelled to take a Channel pilot between Lundy Island and the One-fathom Bank. That it is the practice of masters of vessels, who know anything of the Channel to avoid the Channel pilots, and that in doing so they often incur considerable risk by taking a course they would not do if it were free to them to navigate as they please. He feels it a great tax to be compelled to take a pilot; and often in leaving Newport and Cardiff, with foreign vessels that need a pilot, the English vessels that need them not are selected by the pilots as being more secure of their money from them, leaving the foreigners to shift for themselves. Speaking from his long experience, he says that in the lower parts of the Channel the pilots are rarely met with, and especially in bad weather. It is even worse now than it has ever been, as the pilots are constantly waiting about Newport and Cardiff to take the vessels down.

(signed) *Wm. Marshall.*Witness, *Thos. Francillon.*

Gloucester, 4 March 1854.

The next is the statement of James Young, and the next the statement of Edward Charles King.

James Young, the master of the "Evergreen," of Whitby, states, that he first navigated the Bristol Channel in the "Argyle," of London, 600 tons register, for Bristol, in the winter of 1849, from Quebec. I wished to get a pilot about Lundy Island; it was bad weather; I had a signal flying for a pilot, but none boarded me till I got between the Nash Point and the Holms, but nearer the latter. I have made four voyages into the Bristol Channel since then, all to Gloucester. No Bristol Channel pilot has ever boarded me lower down than Ilfracombe. I did not want them, and I consider that between Lundy Island, and the Holms, with a chart of the Channel, and lighted as it is, a shipmaster is quite competent to take his ship with safety over this portion of the Channel without a pilot. I consider that the Bristol Channel pilotage charge is a great tax upon those vessels, the masters of which have any knowledge of the Channel. From the knowledge I have of the Channel in the five voyages I have made, I consider myself competent to navigate my ship to the Holms in any weather. My experience enables me to say that the Channel pilots are rarely met with in the lower part of the Channel, especially in bad weather.

I consider that it would be a good arrangement for Gloucester ships (vessels trading to Gloucester) if the district of the Gloucester pilots were extended to the Holms, and to the outer buoys of Newport and Cardiff. In the inward voyage this would save considerable time occasionally.

(signed) *James Young.*

Gloucester, 16 February 1854.

Witness, *Thos. Francillon.*

Edward Charles King, the master of the "Hyperion," of Liverpool, 241 tons register, has been in the habit of navigating the Bristol Channel for the last 20 years, sometimes to Gloucester, but oftener to Bristol. He is decidedly of opinion that under ordinary circumstances vessels may be safely navigated between Lundy Island and the Holms without a pilot. The mode in which it is lighted, and the charts, to a great extent remove all difficulty. About the Holms he considers it necessary that vessels should take a pilot. He has made many voyages in the Channel without a pilot, and it would always be his desire to avoid them as an unnecessary expense. He has always found a disinclination amongst the Bristol Channel pilots to take charge of his vessel over a part of the Channel only.

(signed) *E. C. King.*Witness, *Thos. Francillon.*

Gloucester, 17 April 1854.

In

20 April 1854.

In putting in those documents I may state, from long experience, that they express the very general opinion of those with whom I have had conversation upon the subject. It was brought under the notice of the Canal Company, and these statements have been prepared. Of course it is known that the masters of vessels are the most awkward persons to get as witnesses, for they are rarely in port at the time they are wanted.

Captain *Beechey*.] Have you any evidence to support the opinions which are contained in these documents. We should like to have some practical man who can speak to the facts.

Mr. *Price*, M.P.] I can state that, for the last 15 or 16 years, I have heard a great many masters of vessels make grievous complaints of the conduct of the Bristol Channel pilots. I can only state this on my personal authority. They have said that they could only get one when they did not want him, and that when they did want one he was not to be got. I am aware that this is not evidence which you could take under a penal statute, but it is a grievance of which the masters of vessels complain.

Mr. *Brice*.] I would wish to draw your attention, sir, to the fact, that these statements all go to the same matter, namely, that persons who are constantly navigating the Channel are able to do so without a pilot. I do not deny it; but I will merely remind you that you cannot have two distinct systems, and say that one master, because he knows the Channel, shall be exempt from pilotage, and another, who does not, shall not. However hard it may be to him who could take his vessel up without a pilot, I think you cannot draw the distinction in the two cases, and I wish to draw your attention to the similarity in the statements in reference to this point.

Captain *Beechey*.] It has not escaped my observation that they all make reference to a certain knowledge of the Channel, and to the lights and charts.

Mr. *Brice*.] I had no doubt that you had noticed it, sir; but I should wish to have it on the notes.

Captain *Beechey* (to Mr. *Clegram*).] There appears to be no person here who can support these statements, and, therefore, you can hand them in for what they are worth.

Mr. *Price*, M.P.] Will you allow us to put in a return on the subject? (annexed.)

*Vide* (B.) at p. 133 of the Appendix.

Mr. *Clegram*.] I have a return here, which I shall put in, and which will show this fact very strongly indeed, that vessels, the masters of which are strangers to the Channel, are able to navigate it without any pilot. I have had considerable difficulty in getting a return of the vessels which paid pilotage and those which did not; but I wish to have this return put in of 199 French vessels, which arrived at Gloucester in 1850.

Captain *Beechey*.] Of what tonnage?

Mr. *Clegram*.] From 50 to 100 tons.

Captain *Beechey*.] How many above 80 tons?

Mr. *Clegram*.] I can tell by going through the list. There is a strange fact connected with this return. I know the broker of 110 of these vessels, and only seven of them had Bristol Channel pilots, while upwards of 90 per cent. did not take pilots at all.

Captain *Beechey*.] It is very important we should know how many of these vessels are above 80 tons.

Mr. *L. Thomas*.] You will observe, sir, that even under 80 tons, there is a charge for pilotage.

Captain *Drew*.] If a man forces himself on board, he gets a moiety; that is it.

Mr. *Thomas*.] Yes, by your bye-law, it seems to me.

20 April 1854.

Mr. *Clegram*.] There are 34 vessels only above 80 tons in this return ; but still it shows that only seven out of nearly the whole number had pilots.

Captain *Beechey*.] You have a list, then, of 199 vessels, of which only 34 are above 80 tons ?

Mr. *Clegram*.] Yes ; and I know that of 110 of those vessels only seven had pilots.

Captain *Beechey*.] What was their tonnage ?

Mr. *Clegram*.] One of 79 tons, another of 92, another of 107, another of 76, another of 72, another of 77, and another of 30.

Mr. *H. Brittau*.] What year does that statement refer to ?

Mr. *Clegram*.] The year 1850. We submit that if it is true that a large proportion of vessels frequenting the Bristol Channel do not require pilots between Lundy and the Holms, of course the pilotage from Kingroad to Gloucester would be less heavy if performed by the same party.

Captain *Beechey*.] That is the same as Matthews' statement. He says that the trade to and from Gloucester suffers much loss of time by the change of pilots, and that the Bristol Channel pilots have no interest in expediting the voyage of any vessel bound above Kingroad.

Mr. *Clegram*.] We ask to be relieved from the compulsory system of pilotage. Let us be permitted to navigate the Channel without compulsory assistance, for which we now pay a considerable amount, without receiving any advantage.

Captain *Beechey*.] If you had that system, your runs would begin at the Flatholms, and up to Gloucester. Do you intend that your pilots should work also from Cardiff, for instance, to Gloucester ?

Mr. *Clegram*.] I think so. Our intention is, that any vessel navigating the Channel may take a Gloucester pilot, whether up or down. We also feel this, that with such a trade as we have in the Bristol Channel, it is quite right that the ports should have some voice in the system to which they pay such a considerable amount. It is felt to be a great grievance that the whole government should be left to one port, and that the other ports should have no voice in it.

Captain *Beechey*.] Do you apprehend that if pilotage were done away with up to the Flatholms, there would be sufficient to maintain an efficient staff of pilots ?

Mr. *Clegram*.] That is a point I cannot undertake to answer.

Captain *Beechey*.] I think it is material that you should show that the pilots could be maintained under the system that you propose.

Mr. *Clegram*.] That is one of the difficulties of the case, but no doubt there would be ample for the pilots then. If you take our view, that a large number do not employ pilots now, I think it will appear that the present system is an expensive one, and might be economised. A very large staff is employed now, 40 or 50 men, I believe.

Mr. *Brice*.] In what respect would the system Mr. *Clegram* advocates be more economical than the present one ? He thinks the Gloucester pilots should take charge of vessels at the Holms. At present, when a vessel comes to Kingroad, it is boarded by the Gloucester pilot, and whether one or more pilots have to be paid, it is a mere distribution of the charge, and not any saving.

Mr. *Clegram*.] I believe that over a portion of the Channel to which you refer, the pilotage is compulsory ; but as we propose to abolish this compulsory pilotage over a large proportion, there would be a very great saving.

Captain *Beechey*.] I think you should show it could be safely done. All the witnesses and statements show that the Channel may be navigated by those who have a knowledge of it, and with charts and lights, and so on. Now, you must make the thing general, or it will be of very little value. If the system is to be maintained at all, it must be by receipts to pay the pilots ;

pilots ; but if only those are to be charged who come up and feel themselves to be in imminent danger, they will be very few, and not enough to maintain any staff of pilots at all.

20 April 1854-

Mr. *Clegram*.] We are not in a condition to show how this should be done.

Captain *Beechey*.] Then you think there should be some pilots at Lundy.

Mr. *Clegram*.] Yes.

Mr. *Price*, M.P.] Will you allow me to call to mind the first prayer of our memorial, which is, "That the power now vested in the corporation of Bristol should be repealed, and that the jurisdiction of the whole Channel should be placed either with the Trinity Board or the Board of Trade." That is our opinion, sir, and we wish to leave all matters of detail with the Trinity Board or the Board of Trade. No doubt the present system was an admirable one when it was devised, but a great change has taken place since in the character of the places for which it was intended. With respect to that system, I think I may say that all the ports in the Bristol Channel would feel that their interests were more impartially superintended if they were managed by the Trinity Board instead of by a local corporation. Upon that prayer of our memorial we give no further evidence than the general feeling of the masters of vessels coming to Gloucester. The second prayer of the memorial is, "That vessels should be exempted from the compulsory employment of pilots between Lundy Island and the Holms." On that point we can produce Captain *Clegram* and Captain *Bradley*, and I think *Matthews* will speak also as to that second point. With respect to the third prayer, it is involved in the first, because I take it, that if the supreme jurisdiction were altered, it would not be for us to say how far our present powers should be extended or altered. The third, fourth, fifth, and sixth prayers of the memorial, all of which have reference to the pilotage below the Holms, we are not called upon to support by evidence, because we do not ask for the jurisdiction. You can only call on us to show why our own pilots should take us from Gloucester to the Holms, which is the limit we seek ; and I ask you to examine Captain *Clegram* and Captain *Bradley*, sub-commissioners of pilotage, as to whether that would not be safe.

Captain *Beechey*.] The prayer of your memorial is, that there shall be no compulsory pilotage till you get to the Holms. Now, I think that it is important to show that either such pilotage is not necessary, or that it is necessary.

Mr. *Price*, M.P.] What sort of evidence will you require, sir ? You will not ask for evidence which the nature of the case will not admit of, and we have stated the general feeling of the men whom we cannot call before you. We shall be very glad if you will point out the class of evidence you require, and will do our best to bring it.

Captain *Beechey*.] I would rather leave it to you, and then we can judge of its value afterwards. The statements you have produced do not go much to confirm what you say, because they all go to ordinary circumstances, sufficient knowledge of the Channel, and so on ; but if you have anything further to bring forward we shall be happy to hear it.

Mr. *Price*, M.P.] It is very doubtful whether between this and Saturday we shall have an opportunity of doing it. I would rather insist upon the first prayer of our memorial, as that would give the most satisfaction to us, and with reference to subsequent matters we should be content to leave them to the Trinity Board.

Mr. *H. Brittan*.] I see the object is to take away the Channel pilotage. If it is alleged that the system is bad, why give it to the Trinity Board. Is it not like the dog in the manger, and saying to Bristol, we can't have the management of this matter ourselves, and therefore you shall not.

Mr. *Price*, M.P.] I have not said that the system is a bad one. What I said was that I thought the original object was good, but that the circumstances of the case were altered and called for alteration.

20 April 1854.

Mr. *H. Brittan.*] Perhaps Mr. Price will say in what respect the system is bad at the present time.

Mr. *Price, M.P.*] What I say is this, that the system was devised when the port of Bristol monopolized, or perhaps, to use a milder term, possessed the whole trade of the Channel. Since that time, however, Newport, and Cardiff, and Gloucester have sprung up, and I know not that the same system is now suitable, which confines the pilotage to one place for trade which is now distributed among half-a-dozen ports.

Mr. *H. Brittan.*] I think the original object in establishing the system was not for the benefit of Bristol alone, but for all the ports of the Bristol Channel. Now, although numbers of these ports have risen from a low state, it does not follow that the present system of pilotage is at all defective. It appears to me that the pilotage of the last few years has increased, and been rendered efficient, and those ports which have supplied some few pilots now desire to have their own entirely for the most intricate parts of the Channel. They have had their local pilots, but still the Bristol Channel pilots have been continued, and they are under a system, I venture to say, the most effective that can be devised. They are all under one control; they are efficient in navigation; they have to pass a severe examination as to their knowledge of the Channel; they have to serve an apprenticeship of seven years in order to acquire that knowledge before they are examined as pilots; and, having passed, they are liable to be punished for indiscreet or improper conduct. There are the most stringent rules for their government, and if they are found guilty of misconduct, no matter what port the charge comes from, whether it be Gloucester, or Swansea, or Newport, or Cardiff, the charge receives the attention of the authorities here, and if the pilot be found guilty, he is either totally broken, or he is suspended for such time as it is thought will inflict an adequate punishment upon him, and produce a reformation. Of course, with a staff of 50 men, we cannot expect them to be all quite perfection; that is impossible; but I will say that everything is done to render them as efficient as possible. Then again, sir, with regard to the charges. Reductions have been made within the last few years, by which it will be found on examination that the charges for pilotage from Kingroad up to Gloucester are double or treble what they are for the same distance in the Bristol Channel. I think it will be found that the charge for pilotage in the Bristol Channel, from the Holms to Kingroad, a distance of 21 miles, is 1*l.* 1*s.*, while from Kingroad to Sharpness Point, about the same distance, the charge of the Gloucester pilots is 4*l.* I would say then to the Gloucester gentlemen, If you want to reduce your pilotage charges, take it off the amount you pay your Gloucester pilots, but don't come here (I use the term for illustration, and not to give offence,) to pick our pockets. But here is the Gloucester and Berkeley Canal Company, a private company you will bear in mind, sir, coming with its memorial to the Board of Trade for an alteration of the present system, without showing that it is inefficient, that our charges are more than they ought to be, that the jurisdiction over which our pilots have the control of the water, that is down to Lundy, can be well navigated without pilots, or that our expenditure is at all too much. Now, it does appear to me, sir, that their case fails, first, because they don't show anything in its support by their own witness. He states nothing of his own knowledge of the Channel below the Holms. You yourselves (addressing the deputation) cannot give us any testimony. You don't show the present system to be at all inefficient, but only complain that you at Gloucester are somewhat affected by it, while at the same time your own charge for pilotage from Kingroad to Gloucester is treble or quadruple what is paid for the same distance in the Bristol Channel.

Mr. *Clegram.*] It is scarcely fair to take the 1*l.* 1*s.* paid from the Holms to Kingroad as if it were the entire payment for a whole voyage.

Mr. *H. Brittan.*] By the pilotage rates, if a vessel of from 300 to 500 tons burthen is boarded at the Holms, the present charge for pilotage from the Holms to Kingroad is 1*l.* 1*s.*; and I say that you propose to double that

that charge by giving your pilots increased jurisdiction down to the Holms, and keeping up your Gloucester pilotage rates precisely as they now are.

20 April 1854.

Mr. *Clegram*.] We make no proposition here on the subject.

Mr. *H. Brittan*.] That may be; but I have here a statement from a newspaper, to the effect that at the meeting on the subject "the facts were fully explained by Mr. W. B. Clegram, who showed that the charge for pilotage from the Holms, by Gloucester pilots, would be 2*l.* 2*s.*" So that you thereby increase the amount at present paid for that distance from 1*l.* 1*s.* to 2*l.* 2*s.*

Mr. *Clegram*.] That was never a proposition; it was a mere suggestion, and not a proposition on our parts. With the regard to the amount at present charged I would remark, that if the system of Bristol Channel pilotage be all you have represented it to be, it is strange that our ears are continually assailed with complaints respecting it. We merely now express that which we have heard of the hardship, it may be called, which we are desirous of getting rid of, viz., the compulsory employment of pilots, inasmuch as the payment, which is not sufficient by those who do want them, falls, we say, on a large number who could very well do without them, and therefore must be considered as a tax upon them.

Mr. *Price*, M.P.] I think, if I understand him rightly, sir, Mr. Brittan says we ought to pay for pilots we do not want, in order to keep up a staff for those who do want them. I will say that we do not object to pay any rate for that purpose which the Trinity Board might think proper; but we say that the present authorities at Bristol are not the proper judges. No doubt, you exercise an honest judgment; but we say that you are almost necessarily partial; that we will be satisfied with an impartial body; and that, sir, is really and truly the burden of our complaint. If the Trinity Board said, "You must pay a certain amount, you must pay, whether you want pilots or not," we should be satisfied to do it upon their decision. All we object to is, to do it by your decision; not because we think you less honest than other men, but because we think you partial like other men. As to what has been said about the relative charges of Gloucester pilots, and for certain distances in the Channel, it must be recollected that we have not the option to take a pilot or not from the Flatholms. We are bound to take him where we find him. We may have him at Lundy, and then we have to pay the full charge; but if we do not meet him till the Flat-holms, then we only pay the guinea to Kingroad, and we do not complain of that. What we suggest is, that our own pilots are competent to take us down to the Flatholms, and as much further as we think it necessary; and we say, that any increase in their pay for those services would be less by a considerable amount than the two pilotages which we now have to pay, and that we should thus effect a great saving. That is the meaning of Mr. Clegram saying that the rate mentioned was not a proposition. We merely ask the Trinity Board to take the question up, and we will be content with what they may devise; and I am told this was agreed to by the Bristol Corporation.

Mr. *Brice*.] It is true, sir, that we said we would be bound by any general measure which Mr. Cardwell might introduce. We called on him. If you think the pilotage can be managed better by any other authority, take it from us, but don't divide it. Mr. Price does not want it for Gloucester, it seems; but the position seems to be, that Gloucester and the other ports should have it divided between them. If, sir, you should be of opinion, or the Board of Trade should be of opinion, that a change is necessary, we shall not oppose it; but we do oppose the jurisdiction being divided between ports such as Swansea, and Cardiff, and Newport. We do object to vessels of 1,000 tons being committed to men who have been accustomed to pilot vessels of 80 tons. We do object to have our ships put into the hands of men so incompetent to pilot them as the witness Matthews has proved himself to be. I need not remind you that he seemed perfectly ignorant of some of the sands and shoals of the Channel; but I ask whether you will be content to place in the hands of such a man any right to pilotage in that

20 A pril 1854.

part of the Channel over which he seeks to extend his powers of action. I don't appear here, sir, to say whether a point here and a point there in the present management may not be capable of improvement. I give the go-by to such considerations. It is the principle of a united jurisdiction which I advocate, and establishing that, I feel no difficulty in arranging matters of detail. Of course I quite understand why Mr. Brittan has felt it his duty to lay all in his power before you on the part of the pilots, because I do feel that they are men who have embarked their all in this trade, and have carried it on with such skill as only to have had one loss in the Channel in the last 12 years; but I shall not attempt to answer what has been said respecting them by persons so little qualified to judge as the witness Matthews. He has made a statement to-day not of the most satisfactory kind; I shall not attempt a similar course. I shall only put before you witnesses who may be examined by any of the parties from the different ports. I shall give in no written statements, which, after all, do not bear out the assumption that pilotage ought to be abolished, but simply that it should not be compulsory in the cases of certain well qualified masters. I beg therefore to direct your attention to the principle for which I have contended, and to which I wish to limit this inquiry, because I feel that that principle once established the details may be left for future consideration.

Mr. *Thomas.*] Will you ask Mr. Clegram whether he intends that the Gloucester pilots should navigate into Bristol?

Mr. *Brice.*] I will assume that it is not the intention with Bristol ships; but that at once raises this position, that the unfortunate stranger, who cannot speak a word of English, is to be assailed by the pilots of every port. One comes up to him and offers as a pilot, then a second, then a third, all insisting that they are the proper men; and I want to know what the unfortunate master in such a state of things is to do, and to whom he is to entrust his ship.

Mr. *Thomas.*] We don't propose any jurisdiction below the Holms.

Mr. *Brice.*] It follows, then, that you would have a right to be at the Holms, and I ask any one, if that were the case, whether the results I have described would not immediately arise.

Captain *Beechey.*] The jurisdiction in question beyond the Holms we need not consider now. We are now on the principle whether there should be one jurisdiction or a joint jurisdiction as far as the Holms. You must show that it is convenient to have an exchange of pilots at the Holms, or that a vessel could run up and take her chance of having a pilot. Those are the points which you have to make clear; but it seems you allow there would be a necessity for pilots up to the Holms, and then you say there should be a joint jurisdiction.

Mr. *Thomas.*] That is the plan suggested by Gloucester.

Mr. *Brice.*] If the meaning I attach to the Gloucester memorial be correct, either the Gloucester people will appoint their own pilots, or they will tell us how we shall avoid the evils of a divided jurisdiction.

Mr. *Clegram.*] The Gloucester people looking at Swansea, thought it was so near the mouth of the Channel, that it ought to have its own pilotage in and out; that the jurisdiction of Gloucester should not be farther down than the Holms, or within sight of the Holms; that Bristol Channel pilots should be appointed between Lundy and the Holms; that Bristol should pilot its own vessels from Bristol to the Holms, leaving the Bristol Channel pilots to take them up from that point; that was our intention, and nothing more.

Mr. *Thomas.*] I think the sixth prayer of the Gloucester memorial sufficiently explains that.

Captain *Beechey.*] You admit the necessity of pilotage from Lundy to the Holms, but there you think that vessels should be given into the hands of local pilots, according as the vessel may be bound, and that they might



might refuse a pilot if he is not a pilot of the place to which they are bound.

20 April 1854.

Mr. *Clegram*.] We make the pilotage compulsory from the Holms upwards.

Captain *Beechey*.] But a Cardiff pilot, for instance, must not take a vessel up to Kingroad.

Mr. *Clegram*.] No; I think the end of our memorial states, that our plan is not put forward as the best that can be devised, but that we would rather leave it to the jurisdiction of the Trinity Board, who no doubt will adopt the best system; it is far from the wish of the merchants of Gloucester to establish any system under which there would be any additional risk; we only wish to remove the evils of the present system, and also to have a voice in the management of the Bristol Channel pilotage.

Captain *Beechey*.] Now, as to finances; first, as to receipts and expenditure, the number of pilots, and the receipts of each pilot boat.

Mr. *Clegram*.] They can be returned; the accounts are kept by the sub-commissioners; some of them can be given at once, such as the number of pilots, but not the money returns.

Captain *Beechey*.] Well, the number of pilots.

Answer by Mr. *Clegram*.] There are 12 first-class pilots, and six second-class.

48. Have they each a boat?—They have each a boat.

49. Is there anything particular they have to do with their boats?—They are bound to keep them in proper repair.

50. Do you allow anything for repairs?—Ten pounds a year.

51. Can you give us the average receipts of the pilots?—No; I cannot to-day, but they can be got for you.

*William Matthews*, Junior, recalled; and Examined by Captain *Beechey*.

52. HAVE you made a return of your receipts for the last year?—Yes.

53. Have you it by you now?—No.

54. Does the pilotage charge from Kingroad to Gloucester include delay; if the vessel is got up and left there, does the pilot remain with her always?—Yes; he remains on board all the time without charge.

55. Does he stay with the vessel?—We leave them sometimes after they are moored.

56. If you board a vessel at Kingroad, and it is doubtful whether she can go on to Gloucester, does the pilot remain on board?—No.

57. You have distance money, I suppose?—Yes; we get the same as the Bristol pilots would have, if there is no Bristol pilot on board.

58. (By Mr. *Clegram*.) That is a guinea, is it not?—Yes, it is.

59. If a man has been on board and brought the ship to anchor, but cannot bring her up, does he charge the full pilotage again?—No; what he is paid before goes for nothing.

60. (To Mr. *Clegram*.) What examination have you for pilots?—The usual examination.

61. (To *W. Matthews*, jun.) Allow me to speak to you as a practical man; do the masters of vessels expect to find pilots at the Holms?—Yes.

62. Is it an easy navigation after the Fathom Bank?—I consider it so, but some persons don't.

63. Suppose the master of a vessel was to run up, and expect to find a pilot at the Flatholms, and there was none there, what would he do?—She could anchor off the island about a mile; I saw 32 vessels there the year before last.

64. Do you think a stranger coming up with a flood tide could reach that little bay?—I think he could.

65. Do you think it would be safe to try it?—Yes.

66. Suppose he missed it?—There is anchorage all over the places; they could find anchor there; I have seen them in strong weather.

286.

C

67. Then

20 April 1854.

67. Then you think it would be wise to look out for a pilot there?—Yes, I do.

68. There would be cruising off the Flatholms, you think, pilots of different places?—Yes.

69. How is a stranger to know the one he wants?—We have our sails painted different to the Bristol pilots.

70. But how would he know at night time?—He would not be able to know then.

71. Suppose a Newport man comes to the ship and says, "I am a Newport man, take me," and a Cardiff comes and says, "Take me," and so on, do you think, as a pilot, that it would be safe for a man with a flood tide to be boxing about the Channel in that way?—I think it would be.

72. You think it would be safe?—Yes; I have seen it done.

73. What size are your boats?—Thirty-three feet.

74. Can you keep the sea off the Flatholms?—Not in heavy gales of wind as well as you can at Lundy.

75. You have always been able to keep your start with your boat off the Holms?—I have never seen the time I could not with the boats we have now; and we are increasing the size of our boats.

76. (By Mr. Price, M.P.) You said just now that when you brought a vessel from the Flatholms to Kingroad you received something additional; how much?—According to the Bristol rates; the highest is a guinea.

77. Supposing there were no pilotage except up to Sharpness Point, could you afford to pilot for one more guinea from the Holms to Sharpness Point than you receive from Kingroad to Sharpness Point?—No, not by no means.

78. Do you consider the guinea compensates you?—Yes.

79. Supposing you board a ship at the Flatholms instead of at Kingroad, would you be content to pilot her for one guinea extra what you receive from Kingroad?—Yes.

80. Do you know what the pilotage charge is from Lundy to the Flatholms?—£. 6. 9 s., and up to Kingroad, 1 l. 1 s.

Mr. Brice.] The pilotage between Lundy and Bristol is only 5 l. 5 s.

Mr. Price, M.P.] She would pay the same rate in and out; and if it be not necessary to have a pilot below the Flatholms, and if the Gloucester pilot would take her from the Flatholms, a vessel under 400 tons would save 5 l. 8 s. in pilotage up, or 10 l. 16 s. up and down.

Captain Beechey (to Captain Drew, Haven-master of Bristol).] What is the rate of pilotage from the Holms to Kingroad for a vessel of 400 tons.

Captain Drew.] £. 1. 1 s.

Captain Beechey.] Then I don't see any advantage.

Mr. H. Brittan.] If you look at the Gloucester and Bristol rates, you will find that the Gloucester pilot gets 3 l. from Kingroad to Gloucester, whereas the Bristol pilot from Lundy only gets about the same amount.

Mr. Price, M.P.] Well, we say it is the fault of the double jurisdiction if a man gets as much for a third as for the whole journey.

Captain Beechey.] But if you bring in Newport and Cardiff, and other pilots, I don't see how the charges will be diminished.

Mr. Price, M.P.] We, as Gloucester people, do not desire, as was said by Mr. Brittan just now, to pick the pockets of Bristol at all. We want our own pilots to take our own vessels, and we ask for a rearrangement of the present system; but we leave all the details to the Trinity Board, because we know them to be impartial.

Captain Beechey.] It was stated just now that the increased pilotage was in consequence of the double jurisdiction; but if it is to exist, I don't see how the charges are likely to be diminished, on your own proposal.

Mr. Price, M.P.] I wish, so to speak, to ignore everything else but that Gloucester should have her own licensed pilots for the Channel. I don't know anything about Newport or Cardiff or Bristol. All we ask is, license our pilots

pilots, and don't let us have a double system, where we believe a single one would be most beneficial. All the rest we shall be glad to leave to the Trinity Board.

20 April 1854.

Captain *Beechey*.] As a part of the system, your branch pilot brings a vessel down to Kingroad going to Cardiff. Now, do you propose that the pilot shall leave her, or go on with her to Bute Docks?

Mr. *Price*, M. P.] There is, I believe, a separate Act for that. I don't want to get rid of the local pilotage of Cardiff, and Newport, and of the Avon up to Bristol.

Mr. *H. Brittan*.] The Bristol pilots may go into either of the ports of the Channel, but practically they do not do so.

Mr. *Brice*.] Their jurisdiction is clearly in any creek or port in the Bristol Channel.

Mr. *H. Brittan* (to Captain *Beechey*).] Will you ask the pilot Matthews, sir, whether large ships are not invariably towed by steam from Kingroad up to Sharpness?

W. *Matthews*, junior.] Yes; and we get one-fourth of the pilotage taken off.

Captain *Beechey*.] Where do you get the tugs from?

Matthews.] From Bristol, sometimes, and sometimes from the Holms, and sometimes from the Naas Point.

Mr. *Price*, M. P.] We take steam down to Lundy sometimes, with the Bristol pilot on board.

Mr. *H. Brittan*.] Are you not frequently detained at Kingroad for want of a steamboat?

Matthews.] No.

Mr. *Brice*.] Will you have the goodness to ask Mr. *Price* if he knows anything of the pilotage of other places?

Mr. *Price*, M. P.] I do not.

Captain *Beechey*.] I do not know how that is to affect the matter. You can't compare the pilotage of the Channel with the pilotage of the Thames.

W. *Matthews*, junior.] This gentleman here (Mr. *Brice*) has spoken of my knowledge as a pilot. Now, here are my two commissioners, and they can speak of me, and I will answer any questions if they are put to me.

Mr. *H. Brittan*.] Perhaps Mr. *Price* can tell me the tonnage of Gloucester vessels?

Mr. *Price*, M. P.] About 700 tons.

Mr. *H. Brittan*.] I mean the aggregate tonnage of vessels owned in Gloucester?

Mr. *Price*, M. P.] I can't give you that now.

Captain *Beechey*.] Have you any further remarks to make with respect to Gloucester?

Mr. *Brice*.] I think not. I am quite content to leave the case as it stands in your hands.

*James Williams*, Examined by Mr. *Clegram*.

81. I BELIEVE you are a first-class pilot of the port of Gloucester?—I am.

82. How long have you been so?—For 21 years.

83. Have you, during your experience, heard many complaints from the masters of vessels of being compelled to employ Bristol Channel pilots?—I have heard

20 April 1854.

heard them say they would avoid the Bristol Channel pilots as far as the Holms, if they could.

84. Do you know that they do attempt to avoid them?—I know that they talk about it.

85. Do you know that of your own knowledge?—Yes; a great quantity do come up to Gloucester without pilots.

86. From what parts?—From different parts.

87. Are they compelled to take pilots?—Yes.

88. What size vessels are you talking of?—From 300 to 400 tons.

89. (By Captain *Beechey*.) Are they vessels that have been in the habit of running up and down the Channel?—Yes.

90. How many strangers come up without pilots?—I can't say; not many.

91. Have you ever known one?—I can't say I have.

92. Do you think it right that a stranger should run his vessel from Lundy up to the Holms?—It all depends upon whether he has been in the Channel before.

93. I am talking of a stranger; if you had not been there, would you undertake to run up?—If I could not get a pilot, I would not.

94. Do you know that vessels are detained in coming from Gloucester, in consequence of the change of pilots?—Yes.

95. Suppose a stranger were to run up to the Flatholms without a pilot, and could not find one there, what must he do then?—He must come up above the Holms.

96. And ride it out?—Yes.

97. Suppose they did not heave-to, what then?—Then they must do the best they could.

98. If a stranger off the Holms did not like to run on, and wanted a pilot, what must he do then; make a signal, of course, and what then?—Then he must bring up.

99. Could he do it at any time?—Yes.

100. Have you ever known any ships do that in rough weather?—Yes.

101. Whereabouts do they ride?—About a mile and a half above the Holms.

102. That is, if they can get there, is it not?—Yes.

103. Is there not a patch there; is it a place you would like, if you were a stranger, to put a pilot out at?—I can't say I should.

104. Is it a place for a stranger to look for a pilot; could you conscientiously tell a friend to take his chance, and run up and look out there for a pilot?—I don't think he could find one, if he looked out.

105. I am supposing if he did, that he did not find one there, and that it was night-time?—Then he must bring the ship up.

106. The navigation from the Holms up to Kingroad, is that a navigation for a stranger?—No, I don't consider that at all.

107. Which do you consider the most difficult, that up to the Holms, or from the Holms to Kingroad?—That up to Kingroad.

108. Why do you consider it the most difficult?—There is a good deal of sands above the Holms.

109. Are there none below the Holms?—Not much.

110. Then you think a man can always round the Flatholms?—It all depends upon the wind and tide.

111. Do you think that a stranger could get on well up to the Holms?—Yes, if he had charts on board. He might find some difficulty at the Fathom Bank.

112. How would he keep clear of the Fathom Bank, if he did not see it?—By sounding it by his chart.

113. Would that give time for warning?—I think so.

114. What would be the difference in approaching the Culver and the Fathom Bank?—The Culver is much shallower.

115. Would a man have sufficient warning to keep clear of it?—I think so.

116. Are the soundings so marked, that on approaching one side you would know you were not approaching the other?—I think so.

Re-examined

30 April 1854.

Re-examined by Mr. *Clegram*.

117. Does not the present system of a change of pilotage entail a considerable loss of time on vessels going down from Gloucester?—Yes, it is very often the case.

118. So that if they were boarded at the Holms by the Gloucester pilot, they would be taken on to Gloucester by the same tide, when they are now only taken to Kingroad?—Yes; we should go on as fast as we could with them.

119. Why is that loss of time?—The Bristol pilot very often shortens his sail before there is any occasion for it.

120. Do you mean to say it is done to delay the ship below the Holms?—Yes.

121. Captain *Beechey*.] That is another affair, and I suppose the Bristol authorities would look after that. What you were asked by Mr. *Clegram* was whether you could often get up to Gloucester, where you now lose the tide, by taking a Bristol pilot up to Kingroad?—Yes.

122. Why is the vessel detained?—Because the Bristol pilots don't trouble to get her up.

123. Do you mean to say that the pilot purposely detains her?—I think some of them do, but not always.

124. What object can he have in doing it?—I can't say.

125. I apprehend if he does it, he does it at the loss of his own time?—He does not get under weigh sometimes when he ought to.

126. Then he might, by a little exertion, bring the vessel up to Kingroad, so as to save the tide to Sharpness Point?—Yes.

Mr. *Brice*.] Will you do me the favour to ask him if he can name any individual who has done such a thing as he states?

Captain *Beechey*.] I had rather not have any charges made here.

Mr. *Clegram*.] I think we had a right to ask the witness as to the Bristol pilots, because it is a part of our case.

Captain *Beechey*.] I don't object to that, but I don't wish any charges to be made out of this inquiry.

Mr. *H. Brittan*.] I am most anxious, on behalf of the pilots, that this matter should be gone into; and if the names of any parties are given I should be able to bring them before you, and I will undertake to do so.

127. (To the Witness *Williams*.) Will you tell me the name of any pilot on any occasion on which this delay has taken place?—I don't think they have done it purposely.

128. Name some occasion on which you have been delayed?—With respect to what? It may have been through the Bristol pilot being timid in bringing the ship on.

129. Then a timid Gloucester pilot might do the same?—I don't think there are any timid Gloucester pilots.

Mr. *Brice*.] This shows the value of the evidence which is adduced; when it is tested, it comes to nothing.

Mr. *Clegram*.] All we say is, that there is loss of tides sometimes, which involves the loss of a spring to us. We don't say it arises from the wilfulness of the Bristol pilots, but that it is owing to the double system of pilotage.

Mr. *H. Brittan*.] But this man comes and says he is frequently delayed from going up to Gloucester in consequence of the Channel pilots. That is a specific charge; but when we ask him for the names of any of these pilots, or to instance any of these occasions of delay, he says he does not think they cause the delay on purpose, but that they may do it from timidity. Now, I say, give us the name of any timid or any negligent pilot, that we may know who he is, and examine him, if necessary.

20 April 1854.

Mr. Price, M.P.] I must protest against our friends of Bristol making more of our charges than we do ourselves. We know how common the attempt is to make a witness say more than he intends, and then to show from such admissions as are got from him the fallacy of the whole of his evidence. Our charge is made without the slightest imputation on the Bristol pilots. What we say is this, the duty of the Bristol pilot is to bring the ship to Kingroad, and to discharge her there; we also say, that if it was his duty to bring her up to Sharpness Point he would do so, and run up on the same tide. What we complain of is, the system which makes it necessary for us to have two pilots, one to Kingroad, and another from Kingroad to Sharpness, and which we say often creates delay and loses the tide.

Mr. Brice.] I accept Mr. Price's explanation, but I think it only goes to this, that if the Gloucester pilots were on the look-out at Kingroad, these delays would not take place.

Mr. H. Brittan.] I greatly admire the ingenuity of the Honourable Member for Gloucester; gentlemen in Parliament have much more skill than other people in putting aside awkward questions, and certainly the Honourable Member has given us a good specimen of how this may be done by avoiding one question and introducing another. I say that this man (Williams) has made a charge against the Bristol pilots. He says that they have repeatedly done so and so, and when I say to him, Give us the name of any such pilot—

Captain Beechey.] There can be no question that the Bristol pilot has not so much interest in risking an early navigation up to Kingroad as the Gloucester pilot. That is the long and short of it; and therefore if the Gloucester pilot were picked up at the Holms, he would risk it at an earlier state of the tide than the Bristol man.

Pilot Williams Examined by Mr. Edward Drew, Chairman of the Bristol Local Marine Board.

130. ARE you often detained by want of steam?—Yes, decidedly.

131. To what extent?—Sometimes a tide.

132. Not more?—No, I think not.

133. Did you ever hear of a vessel being detained more than that?—Not belonging to Gloucester. There have been ships waiting a week for steam.

134. Then if a Gloucester pilot had been there that would not have altered it?—I think not.

135. (By Captain Beechey). Has Gloucester any steam tugs?—No.

136. Mr. H. Brittan.] Will you ask him whether the Gloucester pilots did not present a petition, praying that their jurisdiction might not be increased, as the sands were enough for them to look after in their own water?—I have never heard of it.

137. Mr. Price, M.P. (to Captains Clegram and Bradley).] Do you know anything of it?—No; certainly we never heard of it.

138. Mr. E. Drew.] If you had the pilotage down to the Holms, would your present staff be sufficient for you?—(Captain Clegram.) Yes, I think so.

139. Do your pilots consider themselves well paid at present?—I believe so.

Mr. Price, M.P.] We don't by any means, as Gloucester people, say that there ought to be no pilotage below the Flatholms. That is no part of our case. All we do ask is to be relieved from compulsory pilotage. We don't deny that pilotage below the Holms may or may not be necessary.

Mr. Richard Jones, member of the Town Council and Dock Board of Bristol.] Allow me to say, that I think the mercantile interests of Gloucester would strengthen their case very much if they were to bring here any of the leading brokers of Lloyd's who would state that they would be satisfied with no greater rate of insurance being paid if there were no compulsory pilotage below the Holms. I feel satisfied that they would have great difficulty in getting any such statement.

Mr.

20 April 1854-

Mr. Price, M.P.] We are certainly not prepared to do so, and for this reason, that it is no part of our case. We wish to leave the matter entirely to the Trinity Board; but I can say this, that all the evidence tends to show that there is a greater risk run by attempting to evade the pilots, than could by possibility be the case if there were no pilots at all.

Mr. Jones.] We have only the assurance of the captains who play the "happy-go-lucky" game, but put one of them on board below the Holms in rough weather, and he would tell a different story.

*William Matthews, Jun., recalled; and Examined by Captain Beechey.*

140. WE have spoken of the pilotage up to Gloucester; is there any detention downwards?—No, we go on.

141. Have you no complaint downwards?—Not at all.

142. (By Mr. Price, M.P.)—Have you not sometimes orders to take steam down to Lundy?—Yes.

143. Captain Beechey (to Mr. Price, M.P.)] Do you have a pilot then?—(Mr. Price, M.P.) Yes, we have a pilot. (Matthews, jun.) We don't go farther than the Nash Point; but we have orders to go as far as Lundy, if we want the steam to get away.

Captain Beechey.] I understand the case of Gloucester is now closed, except that I shall want some further information as to the number of vessels belonging to the port, the pilots, and apprentices. (To Mr. Price.) I shall be glad also if you will bring a master of a vessel, if you can get one.

Mr. Price.] I propose to put some evidence before Captain Beechey when the case is closed of the other ports, and then to leave the whole matter before him.

Captain Beechey.] At present, I propose to take the evidence from each port, and having got that, I will hear any evidence you may have to offer on points that may arise.

Mr. Lewis Thomas, solicitor to the Swansea Harbour Trustees.] I wish to draw your attention, sir, to the resolutions of the Parliamentary Committee upon the Bill which I now put in (Swansea Harbour Bill, 17 & 18 Vict., Session 1854):—

*Resolved*—"That the Committee is of opinion that Swansea ought to be relieved of the hardships suffered from the present system of pilotage in the Bristol Channel, and that a reference be made to the Board of Trade to point out a suitable method for organizing an improved system of pilotage with regard to the Port of Swansea." ●

Captain Beechey.] Do you present any memorial?

Mr. L. Thomas.] No; we rely particularly on the resolution of the Parliamentary Committee. I propose to draw attention to the fact that Swansea had the power of pilotage in the Channel long previous to Bristol. In 1791 she possessed those powers under an Act; but by the Bristol Act of 1807, we had our jurisdiction encroached upon and taken from us in some way that requires explanation. We had a foreign trade, which has considerably increased since that period. I shall call some persons before you well acquainted with the trade of Swansea, who will explain their views upon the subject to you. The case of Gloucester is somewhat similar to ours; and I was in hopes to have some evidence as to the Channel pilotage, but I think the chart will show that there is no difficulty between Swansea and the Holms.

Captain Beechey.] Your Bill is to take away the jurisdiction of Bristol over that part of the Bristol Channel which your pilots had formerly, and to restore to Swansea its original powers.

20 April 1854.

Mr. *Thomas*.] Yes, precisely.

Captain *Beechey*.] Then you propose, if that Bill passes, and has the sanction of the Board of Trade, to send out pilots to Lundy Island to bring in your ships.

Mr. *Thomas*.] Yes, if it is found to be necessary.

144. Then you intend, if a vessel is bound to Swansea, having on board a Bristol pilot, to do away with him?—To do away with having him compulsorily.

145. Having accepted his services, then he is to be superseded?—He will not receive any payment beyond distance money from where he took her up to any point where the master chooses to take him.

Mr. *Brice*.] I would ask to have that clause read.

Mr. *Thomas*.] It is only one of the bye-laws.

Mr. *Brice*.] I take it as a matter of fact, that if this Act passes, of course a Bristol pilot will not be taken at all, or he will be superseded, in which case I don't see how he is to get anything for his services.

Captain *Beechey*.] I wish to put on our minutes what you intend to do by your Act, and what you intend to do by your bye-laws; that a Bristol pilot having been taken on board by consent of the master, who a short time after meets with a Swansea pilot, is the vessel to be given up to him, or is the Bristol pilot to take her on to the roads?

Mr. *Thomas*.] I apprehend that case is met by the Bill of last year.

Captain *Beechey*.] But if you make bye-laws, I should know what you propose to do.

Mr. *Thomas*.] That would all come to the Board of Trade. There is so great a change taking place in the body I represent, that I can hardly say what will be done. What we complain of greatly, however, is the right of the Bristol pilots to board our vessels compulsorily when they are not required. To employ Channel pilotage, and to have Swansea pilots besides, we say is unnecessary. No man would run the risk of losing his vessel for the sake of a few pounds, and I think the shipowners are the best judges of the charges they will bear, and ought to bear. It would be a false economy indeed to run any risk.

Captain *Beechey*.] Will you mark the district you claim for Swansea on that chart.

Mr. *Thomas*.] I am hardly able to do that. What we ask for is to have what we had before.

Mr. *H. Brittan*.] I have a copy of the Swansea Harbour bye-laws and regulations, and among them are these: "If a vessel is boarded (and the master chooses to take the pilot from thence) so far to the westward of the Mumbles Head, as to bring the following places to bear N.N.E., to pay, in addition to the above rates of pilotage," certain rates, which are given; and then it goes on, "But no master to be compelled to take a pilot at such distances."

Mr. *Thomas*.] The bye-laws are not so at the present moment.

Mr. *Brice*.] It seems to me the material part of the case would be to make out the powers said to be possessed in 1791. Now let us see what they were which conferred any water powers on the authorities of Swansea.

Mr. *Thomas*.] Our Act does not define any limits to pilots. Our pilots frequently go down to Lundy, and inasmuch as it is only the foreign trade which the Bristol pilots have any control over, we think that if the whole power were placed in our hands the work would be done more efficiently.

Captain *Beechey*.] By the 47th section of the Act of Geo. 3, c. 33, the whole pilotage of the Bristol Channel to the east of Lundy is conferred on Bristol, and I don't see how you can have any right to be there without incurring a penalty.

Mr.



20 April 1854.

Mr. Brice.] There is also another question, Does the Act of 1791 give any such powers as those now sought for? The clauses of that Act provide that it shall be enacted, that 12 trustees shall be appointed, but the powers conferred by that Act are exclusively confined to the rivers, harbour, port, and bay of Swansea. Yet they are now trying to extend those powers over the Bristol Channel. I must say that I read that Act in no such way as Mr. Thomas.

Mr. Thomas.] Mr. Brice is quite right in what he has said. The powers we propose are, that we shall have liberty to license pilots in connexion with the Act of last Session, and under the control of the Board of Trade.

Captain Beechey.] Then you admit that nothing has been taken from you.

Mr. Thomas.] The minute of the House of Commons states, that The House is of opinion that the restrictions of which we complain ought to be removed.

Captain Beechey.] But that has reference to the old powers, which you say you have been deprived of, and that appears not to have been the case. Before the pilotage of Bristol was extended to Lundy Island it did not reach your port of Swansea, and so far the Swansea Act does not restore any power that you had before.

Mr. Thomas.] But the Bristol pilotage does, in effect, throw a burden upon the Swansea trade, which we contend is unnecessary.

Mr. Brice.] It appears to me that the object is to transfer the compulsory power from us to Swansea.

Mr. Thomas.] Only as to Swansea vessels. I submit there are no limits of our pilotage. We have a general power to regulate and appoint pilots for the harbour and bay of Swansea, but no limits.

Captain Beechey.] Yes, the bay is a limit.

Mr. Brice.] I don't see how the trustees of the Swansea Harbour claim any prescriptive power in the Channel. If they have any, it is an usurpation of the powers of the Crown. Now, our powers extend from time immemorial. We had the power of licensing within the port of Bristol down to the Flat Holms in 1697, and that power we exercised up to 1803, when the Bristol Dock Act passed. We did, in point of fact, exercise the right to license eastern of Lundy Island. We had a prescriptive, if not a statutable right, before the year 1807, but in that year we obtained a statutable right.

Mr. Thomas.] The Act of that year sets a limit to the Flat Holms, but I am not aware what the Bristol Corporation have done.

Captain Beechey.] There was no Act to prevent your having a direct pilotage to Swansea, but the Act took you through their district, and you propose to remove that restriction.

Mr. Thomas.] I am prepared with evidence to show that Bristol pilots are not essential to the port of Swansea.

Captain Joseph Wood Simpson, Examined by Mr. Thomas.

146. I BELIEVE you have for many years commanded merchant vessels from Swansea?—I have.

147. Did you serve your time from Lundy?—I did.

148. I believe you have been a shipowner?—I have, but I am not so at the present moment.

149. Are you acquainted with the western portion of the Bristol Channel, up towards Swansea?—I am.

150. Do you consider it necessary that the Bristol pilots should possess compulsory powers to board vessels to Swansea?—No, I do not.

151. Do you think the Swansea pilots are competent to that office?—Yes.

152. Do you think the Swansea pilots are sufficient for that purpose?—Yes.

286.

D

153. I believe

20 April 1854.

153. I believe Swansea may be said to be near the chops of the Channel?—Yes.

154. And that a difference ought to be made to Swansea more than any other port?—Yes; there is no danger in approaching Swansea except in one particular bay, and during the last two years a light-vessel has been placed on that point.

155. Do you consider the approach to Swansea remarkably easy?—Yes; far more than any other port in the Channel, either above or below; the two points of danger are the Mixon Shoal, which is lighted, and the Helwich Sands.

156. Do you think the master of a foreign vessel, after making Lundy, would have any difficulty in making Swansea Bay?—Not if the weather was clear.

157. I think Captain Denham states, that of all the ports in the Bristol Channel, none are more favourably situated than Swansea, and that it is stated by the Admiralty Surveyors that Swansea Harbour is accessible to any stranger?—

Mr. Brice.] Is that to be part of this witness's evidence?

158. Mr. Thomas.] I propose to ask him, Do you concur in those opinions?—Yes.

159. Do you believe that to be the report of Captain Denham?—Yes.

160. Do you consider that the interests of the shipowners and merchants of Swansea would be benefited by removing this monopoly of the Bristol pilots?—Yes, I think they would.

161. You have stated that the Swansea pilots are sufficient for the purpose?—Yes, I think so.

162. Do you know that the Swansea pilots are in the habit of boarding vessels considerably above the Mumbles Lighthouse?—Yes, frequently; sometimes as far up as Lundy.

163. Are you of opinion, that practically, at present, the Swansea pilots afford the entire assistance to vessels bound to that port?—Perhaps not to all.

164. Is it principally from the Swansea pilots that the assistance is derived?—Yes.

165. I believe that, as an inducement to the Swansea pilots to go to the westward, there is a larger payment the more westward the vessel is?—Yes; at Pwllidy Point the rates are increased.

Mr. Thomas.] It appears from our bye-laws, sir, that if a vessel is boarded off Lundy or Caldy, the rates of pilotage are double the Worms-head distance money, and increase 1 s. on every 50 tons above 400 tons.

Mr. Brice.] When were those bye-laws made?—

Mr. Thomas.] About two years ago last Christmas.

Captain Simpson's Examination continued by Mr. Thomas.

166. DO you know whether the Bristol pilots look upon the Swansea vessels as hardly worth their while to attend to?—Oh, yes.

167. You know that very well?—Yes; from experience.

168. Do you know that the Bristol pilots will rather shirk a Swansea vessel than board one?—Frequently; I have heard it from other owners of the port.

169. The distance payable is much less, I suppose, than with a Bristol or Gloucester vessel?—Yes.

170. And that is the reason, I suppose, why they shy the Swansea vessels?—Yes; at some times they would have to go to Bristol by land or steamer.

171. I believe a very important part of the duties of Swansea pilots is what is called "roading" the vessels?—Yes, a very important part.

172. (By Captain Beechey.) What do you mean by that?—Bringing the vessels up the bay.

173. Taking the roading ground in a straight line from the Mumbles Head, there are some sands?—Yes; the Green Ground, about a mile and three-quarters western, and eastern about three miles.

174. (By Mr. Thomas.) Are the largest class of vessels placed the closest to the Green Ground?—Yes.

175. It therefore becomes important to know the roading ground very well?—Yes; they ought to know it exactly, for a large vessel.

176. In

20 April 1854.

176. In your opinion, are the Bristol pilots competent to that duty?—No; I don't think they are; there may be some of them.

177. Have you heard of Bristol pilots boarding Swansea vessels at a considerable distance from Swansea, when the Swansea pilots have been on board?—Yes.

Mr. Brice.] It is a matter of constant occurrence.

178. (By Mr. Thomas.) And thereby causing an additional expense without any additional benefit?—Yes.

179. Do you consider the advantages of having Bristol pilots equal to the extra expense that is thrown upon us by them?—No, I do not.

180. In the Report of the Bristol Dock Committee, they state that the varied sets of the tides, independently of the continually changing nature of the sand-banks, are alone sufficient to make the navigation of the Channel a matter of considerable responsibility, if undertaken by any person not thoroughly acquainted with its peculiarities. I presume Mr. Brice will admit that that statement does not apply to Swansea?—

Mr. Brice.] I am not exactly prepared to admit that; I would rather hear your evidence.

Mr. Thomas.] Very well; I will give evidence upon it, then.

Mr. Brice.] I have no hesitation in admitting Mr. Thomas's case to this extent; that the navigation of the Channel to Swansea is more easy than to the more inward ports; but, as against that must be put the fact that the trustees of the Swansea Harbour propose to repeal our powers, not to get rid of the expense of pilotage, but to give it to their own pilots, thereby showing that they do think pilots are necessary for foreign vessels into Swansea; they, I think, show that compulsory pilotage is necessary. The Corporation of Bristol, I may add, speak generally of the Channel, in the Report which Mr. Thomas has quoted.

Captain Beechey (to Mr. Thomas).] You admit, yourself, the necessity of a pilot into Swansea, no matter whether on account of sands, or from any other cause.

Mr. Thomas.] It is highly necessary that we should have pilots into the harbour, but we do not say how far down Channel; we leave that to the Board of Trade.

Mr. Brice.] As the Corporation of Swansea have thought it necessary to subject us to a long and expensive contest before the House of Commons, I may say that they seem to want a separate jurisdiction either to allow Swansea pilots to board foreign vessels, or to enable foreign-going ships to evade us; and therefore we say that, for security, it is desirable that the jurisdiction should be one. You heard from Mr. Jones that there is no question that the existence of an effective staff of pilots under one jurisdiction has the effect of lowering the rate of insurance, and this is a consideration to be borne in mind; at the same time I will say, that if the powers now sought by the Swansea trustees had been limited to the Swansea Harbour, we should not have spent a penny in the contest.

Mr. Thomas.] We say that the burden of being compelled to take your pilots is an unnecessary one, and that it is unreasonable for you to determine whether Swansea is a port requiring Channel pilotage, or whether it is a port that ought to incur the expense of Bristol pilots. We say that our harbour is not of the nature of those higher up, where there are shifting sands, of which we have none. But perhaps I had better go on to show that there are many difficulties to foreign vessels higher up, but that it is not so with regard to the port of Swansea, and therefore we say it is unnecessary that we should be called on to pay a Bristol pilot rate. It may be said that the Bristol people possess the power to inflict that rate upon us; but an Act of Parliament may take it away as well as confer it. I think the resolution of an important branch of the Legislature goes to show that the present system is unreasonable and injurious, and this witness will confirm that opinion. I hope, if Bristol is heard in the matter, that she will show why Channel pilotage is necessary for us; that she will not rest

20 April 1854.

on her oars, and rely upon usage, but that she will show that it is essential to the safety of Swansea; and unless she does, I trust you will relieve us of the burden which we now bear.

Mr. *Brice*.] I will merely recall your attention, sir, to the fact that the Swansea authorities still think that compulsory pilotage is necessary. The course pursued in the Committee of the House of Commons the Corporation of Bristol does not fear. In opposition to that course we went to Mr. Cardwell and offered to leave the whole subject to await the result of the inquiry you are now holding. We could not, however, get him to do so, or to strike out the clauses of the Swansea Bill to which we objected. I, therefore, went before the Committee of the House of Commons, and after hearing me they came to the conclusion that those clauses ought not to form part of a private Bill. Subsequently, to my extreme astonishment, I received a letter from the Board of Trade, in which I found that those very clauses had been again made part of the Bill behind my back. I objected to this course, because, after several days' argument, I think it hardly fair for Mr. Thomas to have gone again before the House of Commons, I having left under the impression that the matter was settled.

Captain *Beechey*.] Let us confine ourselves to what we are about here. I am not aware of what took place before the House of Commons.

Mr. *Thomas*.] I am quite prepared to go on with my evidence. Is it the understanding that that part of the Report of the Bristol Dock Committee which I have read does not apply to Swansea?

Captain *Beechey*.] No; will you please to go on with your evidence.

Captain *Simpson's* Examination resumed by Mr. *Thomas*.

181. It is stated in the Report of the Bristol Dock Committee that the varied sets of the tide, independently of the continually changing nature of the sandbanks, are alone sufficient to make the navigation of the Channel a matter of considerable responsibility, if undertaken by any person not thoroughly acquainted with its peculiarities. Are there any shifting sands from Swansea Bay down westwards?—Not that I am aware of.

182. Are there any dangers referred to in this report in Swansea Bay?—Not that I am aware of.

183. It is also stated in this report, "Your Committee consider that, on the whole, it is regarded by the mercantile community as a beneficial regulation, and that the amount of pilotage bears no comparison to the extra amount of insurance which would be charged if such compulsory protection were removed." In your opinion does the compulsory employment of the Bristol Channel pilots keep down the insurance?—Not that I am aware of.

184. Then you think this passage of the report not applicable to the port of Swansea?—No, I think not.

185. It has been stated to the Committee for managing the affairs of Lloyd's, by their agent at Ilfracombe, that the lower part of the Channel is very inadequately supplied with pilots.

Mr. *Brice*.] I hardly know how to answer, or check this way of putting a case. It is certainly leading a witness to what he is wanted to state.

Mr. *Thomas*.] I have known a whole pamphlet put before a witness in committee of the House of Commons.

Captain *Beechey*.] If I think the examination is conducted improperly I shall check it. I think, as the memorial and report have been made public, you may ask the witness whether he agrees with them or not, but it will be quite as well if you will put your questions without leading him.

Mr. *Brice*.] I shall not ask him a single question, sir. I don't think this sort of evidence will at all affect the case I shall have to submit.

Captain *Simpson*, Examined by Captain *Beechey*.

186. WHAT do you know about Swansea and the Channel?—I have been trading there as a merchant to the West Indies.

187. How

20 April 1854.

187. How often do you go to Swansea?—I was there about 12 years.
188. How many times did you go into Swansea with your ship?—Twenty-four times, I think.
189. How often have you taken a pilot into Swansea?—A Bristol pilot?
190. How often have you taken a pilot, any pilot, into Swansea?—I always had a pilot.
191. Where did you pick him up?—At the Mumbles.
192. Tell me where the light at the Helwicks is situated?—The light has been put on since I left off trading.
193. Then all your voyages were made to Swansea previously to the light being put there?—Yes.
194. Then you do not know how to get clear of them?—There are lights from Lundy and Caldy, and another at the Mumbles.
195. What distance is Lundy from the light?—About 15 miles.
196. And what distance will be Caldy?—About four miles.
197. What is your course from Lundy to the Mumbles?—It depends upon the state of the tide; at flood-tide I would start about two points from the west.
198. How many miles do you think it would be safe to run on a dark night?—About 22 or 23 miles before I hove-to.
199. Suppose you got to the leeward, are there any shoals in your way?—Yes, the Scarweather and the Green Ground.
200. How do you avoid the Scarweather?—I should keep mid-channel if it was not fair weather. I have stayed off the English coast frequently in snow storms, and I think a pilot would not have taken me into the bay at those times.
201. Do you mean to say you cannot go into the bay unless you can see it?—Yes, I think so.
202. How do you know when you are coming near the Scarweather?—I have never been up there with my vessel.
203. What land do you make from the west?—Either the Welsh land or Lundy Island.
204. What do you make on the Welsh side?—If possible we try to make Lundy, and after that we shape our course either for Pwllidy, or some of the other points to the west of Mumbles Head.
205. Do you know the Mumbles Roads?—Yes.
206. You have stated that the Green Grounds are about three miles from the Mumbles Head?—The east end.
207. They lie north and south nearly; have you often taken your vessel there?—Yes.
208. What water do you bring up in there?—About seven or eight fathoms.
209. How did the light bear at that time?—About W.N.W.
210. Do you think all vessels can do that; strangers, for instance?—I think so; I never had a pilot myself, and I know many who come to Swansea who don't wish to have pilots further than the bay.
211. Then do you think pilots are necessary for Swansea at all?—In the bay, and a little to the westward of the Mumbles.
212. Then if the Swansea pilots were to be stationed off the Mumbles, that would answer all the purpose?—Yes, I think so.
213. You have spoken about the insurance; what do you know about the insurance of vessels?—By insuring my own vessels.
214. But I am speaking of the insurance being affected by the pilotage?—It is wanted there the same as to London or other ports. It is only my opinion that the Bristol pilots do not keep down the insurance.
215. (By Mr. H. Brittan.) You have said that Bristol Channel pilots do not think it worth while to go on board Swansea vessels. You have afterwards stated that the Bristol pilots do go on Board those vessels when the Swansea pilots are on board. Why do they do that?—Because they happened to meet them between Swansea and Lundy.
216. Then they did think it worth their while to go on board?—Yes.
217. You stated that the Bristol pilots were not competent to road Swansea vessels. Have you ever known any instance in which a Bristol pilot proved incompetent?—I have heard it frequently.
218. Have you known it yourself?—I have heard frequently of Bristol pilots not being qualified to bring vessels in Swansea Bay into proper position, with proper roadside.

20 April 1854.

219. Can you mention any fact?—I recollect an instance some years ago, but I forget the name of the pilot; he took a vessel in, and a short time after she struck, and the Swansea pilot went and moved her to a proper anchorage.

220. How long ago was that?—About seven or eight years ago.

221. (By Mr. *Thomas*.) And how long is it since you left off trading to Swansea?—About a year after that.

222. (By Captain *Beechey*.) What distance had the Bristol pilot taken that vessel into Swansea?—He took her into the bay, and not into Swansea.

223. What business had the Bristol pilot there?—If vessels are boarded to the eastward of the Head it deprives the Swansea pilot of the distance money.

242. That is not an answer to my question?—I cannot say; it was merely a matter of conversation among the masters at the time that the Bristol pilot had struck the vessel.

225. I believe that is in the jurisdiction of the Bay of Swansea, the place spoken of.

Mr. *Thomas*.] I think it is.

Mr. *Brice*.] It is within the district within which, whether rightly or wrongly, the Swansea trustees assume to have jurisdiction.

*James Matthews, Examined by Mr. Thomas.*

226. HAVE you been a Swansea pilot for the last few years?—Yes, for the last four years.

227. Did you serve your time from the port?—Yes; by the bye-laws we are supposed to serve three years under one master.

228. Do the Swansea pilots go to the westward to look out for vessels coming to Swansea?—Often.

229. I suppose the greater part are boarded between the Mumbles and the Helwicks?—Mostly.

230. Is it generally considered that the Bristol pilots do not find it worth their while to board Swansea vessels?—Yes, I don't think they do believe it worth their while to board vessels at all times.

31. Can you explain the reason why the Bristol men come to that opinion?—My firm opinion is that many of them do not like to come on our shore.

232. Are the Bristol pilots well acquainted with the Mumbles roadstead?—Some of them; not all.

233. Do you know a case that happened two or three years since, off the Helwicks, where a British pilot came on board a vessel and left as soon as the Swansea pilot came?—He left the ship with my consent.

234. What vessel was it he boarded?—A vessel called the Markwell of Jersey.

235. And you went aboard?—Yes, at Pwllidy Head, about a mile and a half off. He left by my consent, because I knew he could not benefit me.

Captain *Beechey* (to Mr. *Thomas*).] What is your case?

Mr. *Thomas*.] That he left the vessel near the only dangerous sand, as if he was glad to run away, and that there is a penalty on us for navigating in any part of the Bristol Channel.

Mr. *Brice*.] But you have a system of pilotage of your own?

Captain *Beechey*.] This is a case in which the pilot should have taken the vessel into the Mumbles, but in consequence of a qualified Swansea pilot coming on board he left the vessel in his charge and with his consent; that is to say, he put confidence in him.

236. (To the *Witness*.) What was the weather?—It was fair, and a fine wind.

237. I suppose you saw the *Mixon* buoy?—Yes.

*Examination resumed by Mr. Thomas.*

238. Are you acquainted with a vessel called the *Abbot's River*?—Yes.

239. Did that vessel, according to general report among Swansea pilots, hail a Bristol pilot, who refused to board her?—I have heard it.

Mr.

20 April 1854.

Mr. Brice.] I will at once admit this part of Mr. Thomas's case, but I will also state the fact that Perceval, the man who refused to take this vessel in charge, having been more than once before complained of to the authorities, was immediately broken. I am not here to defend his conduct, but to say that when it became known he was immediately punished.

Mr. Thomas.] That was in consequence of the matter having appeared in a Liverpool newspaper.

Mr. Brice.] That is not so; the fact is, the case had been heard here, and sentence pronounced before we had the slightest idea that the matter had gone into another channel.

Mr. Thomas.] Did it not appear in a public paper?

Mr. Brice.] I cannot say; I did not hear of it from that source.

Captain Beechey.] This is an isolated case, and I do not wish to criminate the Commissioners of Bristol for any dereliction of duty. It is admitted that such a thing as you have asked about did take place, and that the man was broken for it. Whether it was before or after the matter had appeared in the public papers is not a matter for us to go into here.

Mr. Thomas.] I merely bring it forward to corroborate what I stated, that the Bristol pilots do not think it worth their while to attend to Swansea vessels.

*James Mitchell's Examination resumed by Mr. Thomas.*

240. Upon your honour, as a Swansea pilot, do you believe that Bristol pilots very frequently shirk Swansea vessels?—I have heard of some cases, I can't say very frequently.

241. (By Mr. E. Drew). You have heard of it?—Yes.

242. Has it ever happened to you?—No.

Mr. Thomas.] It could not happen to him.

Captain Beechey.] It might. How are they to know whether a man is on board or not?

Mr. Thomas.] It is their duty to hail them, but they will not.

Captain Beechey.] How does a man know whether a ship is bound to Swansea or Bristol?

Mr. Thomas.] I cannot say how that is.

*Mitchell's Examination resumed by Mr. Thomas.*

243. Have you heard of Bristol pilots shirking Swansea vessels, when they have found that they were Swansea vessels?—I have, generally; but not often.

244. I believe a very important part of the duties is to road the vessels?—Yes, it is.

245. How long have you been acquainted with the Swansea roads?—For the last four years.

246. In your opinion, are the Bristol pilots competent to road vessels in the Mumbles roadstead?—Some of them are.

247. There are some sands there, are there not?—Yes.

248. Are you aware that a Bristol pilot lately brought a vessel up to the Scarweather, and refused to road her himself?—It is three years ago. I went out to him, and he said he did not intend to bring her in till he had a Swansea pilot. I told him I would assist him.

249. (By Mr. E. Drew.) Did he give up charge to you?—No; he asked me to assist him, and I said I would.

250. (By Mr. Thomas.) In your opinion, is it necessary to have a Swansea and a Bristol pilot?—No; they can't afford to pay both.

251. Are the Swansea pilots capable of doing the work?—Yes.

252. Is Swansea much safer than any other port?—Yes, I believe it is.

253. You know the Helwicks?—Yes; there is a light there now.

286.

D 4

254. In

20 April 1854.

254. In reality and in practice, who are the pilots of use to the Swansea trade; the Swansea or the Bristol?—I should say the Swansea pilots; of course one don't want to speak against one's own country.

255. I think you have stated that you are satisfied the Swansea pilots are sufficient for all purposes?—Yes.

256. By Captain *Beechey*.] How many pilots have you at Swansea?—Thirty-eight pilots. One class is confined to vessels not over 250 tons.

257. And how many boats?—We have nine boats at present.

258. How do you regulate your boats?—We have four men in each boat, and what is over are the elderly men.

259. What size are your boats?—They are about 34 feet; and 10 tons the outside.

260. What is the rigging?—Schooner rigged.

261. Do you own the boats among you?—Part of the pilots do; I believe there are six or eight who have got shares in them.

262. Who puts the boats on?—Several gentlemen take shares, and the pilots take a quarter, or something like that.

263. They are not exclusively owned by the pilots?—No; there is only one boat exclusively owned by the pilots.

264. Do you buy shares, or have a per-centage?—So much out of our pilotage.

265. What is the rate?—We average about 2*s.* for the boat a man.

266. Two shillings out of every pilotage?—About that; if a vessel pays 1*l.* 15*s.* we pay 5*s.*

267. And do you pay as low as 1*s.*?—Yes, as small as 1*s.*

268. Are those boats fit to keep the sea off Lundy?—Not at all times. They are very safe boats, but not in all weathers.

269. When you board in those boats, where do pick the pilot up?—Our district is the Mumbles.

270. You don't go beyond that?—Not unless we are engaged.

271. How do you get the pilot back?—With the boat.

272. How many do you have in the boat?—Four men.

273. If you put the pilot on board, the boat cruises off where she is to pick him up?—Yes.

274. Does another boat go up to relieve her?—Sometimes we cruise between the Mumbles and the Worms Head.

275. You very seldom go beyond?—Very seldom.

276. Have you any apprentices?—No, sir.

277. Are you obliged to be a certain time in the trade?—No, sir, not at all; we are supposed to sail out of the harbour for three years.

278. Are you examined for pilots?—Not very strictly; the harbour trustees examine us.

279. Do they examine you as to your navigation?—Only as to the bay, because we are not supposed to know much more.

280. If your pilotage were extended down to Lundy Island, you would require more?—Yes.

281. Are you yourself qualified for that navigation?—I think I am, nearly.

282. How do you keep clear of the Scarweather in thick weather?—I would steer up E. N. E.

283. How do you know you are approaching the Stretch?—I should by the distance we go.

284. Suppose that was all wrong?—I should bring the ship up.

285. Did you ever know a ship brought up there?—Yes.

286. What, at the Scarweather?—Off the Mumbles, that is, within three miles south-west of it.

287. Suppose you could not come to an anchor, and keep clear of the Scarweather?—I would bring her up if I could; we must keep her in deep water.

288. I want to see if you know your way about the Channel. You talk about it, and say you do, but you do not seem to me to be very sure?—Well, sir, the best of men may lose their way sometimes.

[The Court then adjourned till the following day.]



Friday, 21 April 1854.

21 April 1854.

At the opening of the Court this morning, Captain Beechey intimated that witnesses to be examined were not to be present before they were called ; and, in answer to Mr. Brice, stated that this rule must be applied to Captain Drew, the Haven Master of Bristol, as well as to all other witnesses.

Mr. *Lewis Thomas*.] I propose, sir, to put two questions more to Captain Simpson, the witness that was examined yesterday.

289. You stated, yesterday, you had sailed ?—

Mr. *Brice*.] I observe, sir, that Matthews, the Gloucester pilot, is present; if it is proposed to examine him again, I presume that the rule you just now laid down will apply to him.

Mr. *Clegram*.] I will state that he is not to be examined again.

Captain *Beechey*.] I think he had better go out, as he may be examined again, and I may have to ask him some questions.

(*Matthews* retired.)

Mr. *H. Brittan*.] I think Mr. Clegram should retire, because he may have to give evidence.

Captain *Beechey*.] I don't propose to call Mr. Clegram, except as to the financial part of the Gloucester case.

Mr. *Clegram*.] I apprehend it will be open to me to make any remarks I may think proper on what takes place.

Captain *Joseph Wood Simpson*, Re-called, and Examined by Mr. *Lewis Thomas*.

290. I THINK you stated yesterday that you had been 24 voyages between Swansea and the West Indies, between 1827 and 1848 ?—Yes.

291. How many times were you hailed by Bristol Channel pilots during the 48 trips you made up and down ?—I think four times ; I am not certain whether it was three or four, but it was not more than four.

292. Out of the four times you were so hailed, how many times were you boarded ?—On one occasion only the pilot desired to come on board ; on the other three occasions they sheered off.

293. Captain Beechey put a question to me which I could not answer, but which, probably, you may : Are Swansea foreign vessels more easily recognised than any other ?—Yes ; I should say they are recognised as soon as they are seen.

294. To what circumstance do you attribute that ?—Copper and silver-laden vessels are generally more labouring in their sailing, and more easily recognised. They have a different motion in the water, and roll a great deal more than other vessels.

295. As a captain, would you be able to recognise one of those vessels ?—Oh, yes. Allow me to correct an error in my evidence yesterday, as to the light-ship on the Helwick Sands ; I stated that it was in the middle of the Sands. Did I understand you it was at the top or at the edge ?

Captain *Beechey*.] It is not at the top, it is at the very end.

Captain *Simpson*.] It was at the middle once, but must have been removed afterwards.

Captain *Beechey*.] State on the minutes that the witness was in error yesterday.

Captain *Simpson*.] I did not mean to say that the light was at the top of the Sand, but at the middle of the outer edge of the Sand. The light-vessel on the Helwick Sand was first placed about the middle of the Sand, at the outer edge, but the vessel was found to be too much exposed there, and it was moored to the eastern edge.

286.

E

296. (By

### 34. MINUTES OF EVIDENCE *taken before* CAPTAIN BEECHEY

21 April 1854.

296. (By Captain *Beechey*.) When you come into the Channel, do you hoist a signal for a pilot?—Not till we get near the Mumbles Head; we expect to find the Swansea pilots a few miles below the Mumbles.

297. Have you ever gone into the Channel by night time?—Yes.

298. Where do you expect to find a pilot then?—Generally a few miles below the Mumbles Head. They generally go to the westward to meet vessels coming up with the flood tide. We generally make signal by light at night, near the Mumbles Head.

299. If you saw a pilot, would you run down for him?—No, I think not.

300. Do the Swansea pilots have any light at night?—No.

301. Have the Bristol pilots any light?—Yes, they show a light off Lundy Island.

302. If you saw a pilot boat with a light up would you steer for it?—No.

303. Do you think you would be right or wrong by so doing?—Perhaps I might subject myself to a penalty, but I would rather do it.

304. But if you were a stranger coming into Swansea and saw a light, would you take a pilot aboard?—Yes.

305. If two vessels had lights up, how would you know which was the Swansea and which the Bristol boat?—Not without they had different lights. I don't think a stranger would know them unless it was made known by previous arrangements.

306. If he found a Bristol and not a Swansea pilot would he not be very much inconvenienced by running down five or six miles?—I should think so.

307. Then the same inconvenience would occur if you found a Swansea instead of a Bristol pilot?—Yes, excepting that the Swansea boats are not so low down as the Bristol.

308. You think it necessary to have a pilot into Swansea road?—Yes, that is for strangers; those who have once been in the bay I should say were almost capable to take a ship in.

309. Then it is not necessary for persons who have been in once?—Yes, I think so.

310. A person might soon qualify himself then—a Bristol or Cardiff pilot, for instance?—Yes; it is not at all a difficult navigation.

311. Are the tides such as to render them at all uncertain?—No, they are very true.

312. It does not require any particular local knowledge then?—Yes, in the bay it does.

313. What do you call the bay?—In a line from the Mumbles Head to the Nash Point.

314. That will go through your roads that line?—Yes, I believe it would.

315. Then a ship may anchor without going into that line?—Yes.

316. Therefore all outside that you think the tides run fair and do not require any particular knowledge?—Yes, I think so. There is a tide that sets round the bay, always to the westward, between Swansea and the Mumbles, both flood and neap.

317. Is that a fact; do you know it to be so?—Yes; going down I have always found it close in shore. There is very little draft of water where it is; but it is always setting to the westward there. There is also a tide that sets up direct from the Mumbles Head towards the bar.

318. (By Mr. *Thomas*.) You say, with reference to the Swansea pilots, that they never carry a light, and could not be confounded with the Bristol pilots?—No.

319. If the compulsory powers were taken away there would be nothing to prevent the Bristol pilot from bringing up a vessel to Swansea?—No, nothing at all.

Mr. *Brice*.] Except that there would be no one to pay him.

Captain *Beechey* (to Mr. *Thomas*).] How is he to be paid to the Mumbles road?

Mr. *Thomas*.] I think it a matter of very easy arrangement. I would undertake to insert a clause in our Act that if a Bristol pilot boards a Swansea ship and brings it to Swansea, he is to be paid. So that if a man makes a signal for a pilot he shall pay him, but if he does not want one he is not to pay.

Captain

Captain Beechey.] Then those who do want pilots, will they be likely to find them? 21 April 1854.

Mr. Thomas.] Bristol or Swansea pilots?

Captain Beechey.] Any pilots.

Mr. Thomas.] I apprehend the Bristol pilots are always there.

Captain Beechey.] But you want to do away with them. Your witness has said that no Swansea vessel wants them. I have had some experience of the Bristol Channel, but I cannot say that. According to your plan you would lead me, as a pilot, a long way, and then say you were bound to Swansea, and would not pay. Now do you think that would be a fair arrangement?

Mr. Thomas.] That is not exactly the case as I understand it. If a signal is made for a pilot then he ought to be paid.

Captain Beechey.] Well, I am a pilot cruising off Lundy Island; I run for a vessel that has made no signal, and expect she will take me on board. She says she is bound to Swansea, and that (after taking me six or seven miles) she does not want me. I ask you if that is a fair arrangement?

Mr. Thomas.] That is an exceptional case. The same rule would apply if a pilot run down to a vessel which turned out to be a coaster.

Captain Beechey.] Do you think any system of optional pilotage would be remunerative?

Mr. Thomas.] I think that Swansea does not require compulsory pilotage.

320-21. That is your opinion?—Yes, and the opinion of the merchants of Swansea.

322. Suppose your pilots stationed where your limit is now, and that there were no upper pilotage, if any foreigners come bound to Swansea, what are they to do if they want a pilot?—If they signal for a pilot, the pilot ought to be paid.

323. But how is that to be if it is to be optional?—I think it might be easily arranged.

324. Suppose Cardiff said, I think all the masters know the port sufficiently well, and don't want a pilot till they come to Cardiff Road, and that Newport, Gloucester and Bridgwater said the same thing, and left it all to Bristol, I ask you if you think there would be sufficient remuneration for pilots to go down to Lundy, and whether it would be fair to expect them to go there merely for a few foreigners who could not go on without them?—I presume Mr. Cardwell must have had some such idea in his recent Act.

325. But that is no answer to my question?—I say Swansea is different from any of the other ports in the Channel. Gloucester, for instance, does not claim any relief from Channel pilotage. The question is, whether Swansea must not be treated differently from other ports. If you think not, then I must abandon the case. Our main ground is, whether Swansea ought not to be treated differently from the other ports.

Mr. Rowe.] You have not answered Captain Beechey's question.

Captain Beechey.] I conceive he has answered very properly. He has said that the other ports require some arrangement, but that with respect to Swansea, he is of opinion that the same regulations ought not to apply to that port which do to the others.

Mr. Brice.] If a compulsory pilotage is not necessary for Swansea, will you ask him, sir, why he seeks to have the power introduced into the Swansea Harbour Bill.

Mr. Thomas.] I think that such a power ought to be in the hands of our own trustees.

Captain Beechey.] Give me the section of your Act.

Mr. Thomas.] It is section 154. Our present bye-laws go to the extent that we require all vessels to take pilots on entering the harbour; and these are very general clauses which I took from the Aberdeen Harbour Act.

21 April 1854.

Captain *Beechey*.] Have you a penalty for not taking in a pilot?

Mr. *Thomas*.] Yes; inward bound vessels are required by section 158 to take pilots into the harbour. This is the clause; "In case the master or commander of any vessel inward bound to the harbour refuse to take on board and employ the first or only licensed pilot of the port, who offers his services outside of the harbour, or as soon as such pilot can safely come alongside of such vessel, such master or commander shall pay to the pilot who so first or only offers his services, and is so refused, the full pilotage, according to the rates fixed by the trustees, to be paid as if he had been received and employed in piloting such vessel into the harbour."

Mr. *Brice*.] Section 154 is also material.

Captain *Beechey*.] But is the 158th Section that makes the compulsion.

Mr. *Brice*.] It would be rather irregular to treat Mr. Thomas as a witness; but this is documentary evidence, as it were, and I will point out some clauses in the Bill, and ask you to form your own judgment upon them. We don't want Mr. Thomas to tell us what their meaning is, that is obvious enough, and I submit that the proposal is to repeal the Bristol Act of Parliament, so far as Swansea is concerned; at least by clause 162 of the Bill.

Mr. *Thomas*.] I agree that that is our intention.

Mr. *Brice*.] Then they go on, by another series of clauses, to establish another compulsory system of pilotage, and I ask you, sir, to look at their Bill, and form your own opinion if that is not the case.

Mr. *Thomas*.] Our object is not simply to give Channel pilots, but harbour as well as Channel. If you think it objectionable, I have no objection to limit our powers to the Worm's Head, which we maintain is quite sufficient for Swansea Harbour.

Captain *Beechey*.] To the Worm's Head; how would you define it?

Mr. *Thomas*.] Off the Helwicks; eastward of the Helwicks, or of the light.

Captain *Beechey*.] Then I am to understand you have no objection to limit your powers to the eastward of the Helwicks?

Mr. *Thomas*.] That is so.

Captain *Beechey*.] And how far out?

Mr. *Thomas*.] Well, sir, I should refer you to some of our witnesses to ascertain the usual course; I am not sufficiently acquainted with it myself.

Captain *Beechey*.] This is with reference to the limits to which your boats are to go. If they are to go to Lundy, they must be paid for it, and the question is now as to the compulsory payment for this pilotage. If pilotage is necessary, the owners will have to pay, whether at Bristol or Swansea; and if you make it compulsory, they must equally pay it to you as they now do to Bristol. Now the question is this: if there is to be distance-money and pilotage, as appears by your bye-laws to be the case, I don't see the difference as regards the owners and the present system; but if you say the outer pilotage is not necessary, you must define the harbour of Swansea. You have given a limit, and will you now say how far out?

Mr. *Thomas*.] That depends so much upon the wind.

Captain *Beechey*.] No; it must not depend upon the wind.

Mr. *Thomas*.] Well, suppose we take as much the other way as Oxwich Head to the Scarweather, I would consider that in Swansea Bay; or take the Mumbles lighthouse as the radius of a circle, to include the course of the Channel in which vessels would be found.

326. (By Captain *Beechey*.) Let me know what your opinion is?—I would say any part of the Bristol Channel, from the Worm's Head to the Scarweather.

327. That

21 April 1854.

327. That is the outer limit?—Yes.

328. Then your pilot-boats would not go beyond that limit?—No.

329. Have you anything to say from the shipowners at Swansea as to vessels consigned to them by foreigners?—I am acting quite in accordance with their wishes.

330. Will you allow me to see the point you have drawn on the chart, to prevent the possibility of mistake?—The limits specified mean to take Worm's Head as our western limit right across the Channel; the eastern limit is the boundary of the bay from Nash Point to Minehead, say Nash Point in the county of Glamorgan, to Houstone Point in the county of Somerset, as described by Section 91 of our Act.

331. Has this section had the consent of the Board of Trade?—Yes; it is only a re-enactment of an old Act for regulating light dues.

332. Then you wish your pilotage limits to extend to the lighthouse limits?—Yes; so far as they do, I am willing to take it as it now stands.

333. (By Mr. *E. Drew*.) Did I understand you to say that you always gave additional inducements to the pilots to board as far westward as they can?—Yes, we do; but it is not compulsory; and the reason is that the Bristol pilots wholly neglect us.

334. But if the pilotage is not necessary outward, why do you offer inducements to the men to board as far westward as possible; you thereby partially prove that you do think outer pilotage necessary?—(*No answer.*)

335. (By Mr. *Brice*.) What is your staff of pilots and boats?—Thirty-six pilots, with nine boats.

336. What arrangements do you propose, if a pilot is taken on board an outward bound vessel, to pick him up when he has performed his distance?—In answer to that I would say that it is the opinion that Channel pilotage down, on outward bound vessels, is not essential.

337. And yet, in opposition to that, you seek to make it compulsory?—You will find that those powers only extend to inward bound vessels.

338. It does not matter; what I ask you is, how do you propose to put a pilot out?—The boat will go down with him. A pilot-boat may go out with one pilot on board, and pick up half a dozen more.

339. If it blew very strong, how do you propose to prevent his being carried out to sea?—Our pilot-boats are perfectly seaworthy.

340. But if you have a dozen pilots out, how can you pick up a dozen pilots with nine boats?—Our staff is quite equal to our requirements at present; and if they should increase, the staff would be also increased.

341. Do you conceive the class of boats you have are sufficient to stand the wear and tear out at the distance you contemplate?—Certainly; they have done so for years. I have been in those boats in the Channel myself.

342. (By Captain *Beechey*.) In looking at your bye-laws, I observe that the pilotage of a vessel of 400 tons from the Worm's Head is 10*s.*?—That is the distance money to the limits of our port.

343. For a vessel of 400 tons, what would be the charge within the limits of the port?—£. 2. 2*s.* 6*d.*

344. Then there would be 10*s.* added to that from the Worm's Head, and 1*l.* more if from Lundy?—We don't charge anything from Lundy. I offer now to negative that part of our plan.

345. I am speaking of the rates, according to your present rules?—It will be 10*s.*, and not 1*l.* more.

346. Very well, then he will anchor in the Mumbles Road?—Yes, or in the harbour also; that increase is for taking the vessel into the harbour.

347. Suppose he can't go into the harbour?—Then he must remain till he can take her.

348. Does he have any additional pilotage?—No; he is paid for remaining on board, but it is optional with the master whether he keeps him or not.

349. If the master wants to go into the docks he must pay again, in addition to the foregoing rates, what would be payable on a 400 tons vessel going into the docks?—The same pilot would take her in without making any charge.

350. Suppose the first pilot had gone to sea?—Then the master would deduct it from the first pilot; the mean pilotage would be paid at the harbour office; a proper proportion to him who brought her up to the harbour, and to him who took her into the docks.

21 April 1854.

351. Then there is no additional charge?—No.
352. That is 3*l.* 2*s.* 6*d.* from Lundy Island to Swansea Harbour?—Yes, that is it; 2*l.* 2*s.* 6*d.*, and 1*l.* distance money, and that takes a vessel from Lundy into the harbour, or into the docks.
353. What is the Bristol charge for that?—From 300 to 500 tons, the charge is 4*l.* 4*s.*, and 1*l.* distance money taken off, makes it 3*l.* 4*s.*
354. That would be to the Mumbles Road?—Yes.
355. What do you charge from the Mumbles Road to the harbour?—£2. 2*s.* 6*d.* westward, and distance money.
356. Now what are the charges in the shape of pilotage going in there?—Nothing.
357. Here is one of your bye-laws: “All vessels boarded to the westward of the Mumbles Head, or one mile distant therefrom, to pay for roading the said vessel, if bound to other ports,” in addition to the pilotage: this is rule eight; “if under 150 tons, 15*s.*; from 150 to 200, 1*l.*; 200 to 250, 1*l.* 5*s.*; 250 to 300, 1*l.* 10*s.*, and increase 5*s.* on every 50 tons above 300,” so that a master would have to pay, if a Swansea pilot boards a vessel bound to Cardiff, a sum for pilotage of 3*l.* 2*s.* 6*d.*, and in addition for roading, 1*l.* 10*s.* for 300 tons, and 5*s.* for every 50 tons after; that would be 2*l.* extra for a vessel of 400 tons?—I don’t know of any such case; our first rule is, that the pilotage inwards for every vessel of from 300 to 350 tons shall be 1*l.* 15*s.*, and an increase of 7*s.* 6*d.* on every 50 tons above 350 tons, on the inward pilotage.
358. I take your rule as it stands, rule eight?—A vessel not bound to the port would not pay the first dues as well; we don’t treat the roads as the harbour; the pilot would receive the terms mentioned in rule eight.
359. Then it would be 2*l.* for a 400 ton ship?—Yes.
360. Does he have any outside pilotage?—No.
361. He must bring her up from Lundy Island for that?—Yes.
362. You don’t exempt steamers from this rule?—I can’t answer that question; I believe there is a by-law exempting steamers; there is a pilot attached to each steamer.
363. Do you intend to perpetuate this rule in your Bill?—The bye-laws are now in force for six months.
364. Then your new bye-laws will be subject to the approval of the Board of Trade?—They are only now perpetuated with the consent of the Board of Trade.
365. By what section?—Section 166, the last proviso of which is, “Provided nevertheless, that until such consent be obtained, the trustees shall continue to exercise such powers with respect to pilots and pilotage, as they would have been entitled to exercise if this Act had not passed.”

Mr. Brice.] There is nothing there to limit you to revise your bye-laws in six months.

Mr. Thomas.] There is no clause to that effect, I know; but there is a clause that the present bye-laws shall remain in force for six months.

Mr. Brice.] I have not been able to find it.

Mr. Thomas.] It is clause 51.

Mr. Brice.] Will you have the kindness to read it.

Mr. Thomas.] “Notwithstanding the repeal of the recited Acts, all bye-laws, rules, regulations, orders, and notices made and given under the authority, and according to the provisions thereof, and which are in force at the commencement of this Act, shall continue in full force and effect during six months after the commencement of this Act, or until the same be re-enacted, repealed, altered or varied, under the authority of this Act; and such bye-laws, rules, regulations and orders, and all penalties and forfeitures thereby respectively imposed, may and shall be enforced, recovered, and applied in the same manner in all respects as the same respectively might be enforced, recovered and applied in case the same respectively were made and imposed under the authority of this Act.”

Mr. Brice.] But suppose the Board of Trade do not consent; what then?

Mr.

Mr. Thomas.] Then the bye-laws will end at six months, and that possibility is provided for.

22 April 1854.

Mr. Thomas's Examination resumed by Captain Beechey.

366. What do you call a packet? I see it is provided by one of your bye-laws, "All packets to be exempted from pilotage"?—We mean a steamer plying for passengers between two different ports.

367. Have you so defined it anywhere?—No; it ought, perhaps, strictly, to be steam packets.

368. What is a steam packet; I have been told it is one carrying mails, and yours might be chargeable with duty on that definition?—They must prove that we do carry mails first.

369. I see in your fifth bye-law it is provided, that "Masters of vessels shall, on arrival, give a certificate, stating the vessel's name, register, tonnage, where boarded by a pilot; and when he proceeds to sea shall (weather and circumstances permitting) give another certificate, stating that he has been properly piloted." Suppose she has not been properly piloted, what then?—I can't say; many of the clauses in our present bye-laws are very old ones.

370. I see by my copy that they are the bye-laws, dues and charges within the port of Swansea, for the year 1854?—They have been in existence a great many years, and no doubt contain a great deal of verbiage. It is a very difficult thing to make Acts of Parliament, much less bye-laws perfect; but if this new Bill passes, we shall get our bye-laws more perfect than they now are before submitting them to the Board of Trade.

Mr. Brice.] I wish, sir, to call your attention to the provisions of the 47th of George the Third, by which all coasters and Irish traders are exempted from Channel pilotage. Now, as I read the present Swansea Bill, that exemption is proposed to be done away with, at all events as far as the port of Swansea is concerned. Now, if that is so, it is an important matter for Bristol to consider, because our coasters frequently go to Swansea.

Mr. Thomas.] That only applies to vessels entering Swansea Harbour.

Mr. Brice.] As I understand it, we are exempt from anything but the local pilotage in being brought up to Swansea docks; but if this Bill passes I see that the coaster will be treated as a vessel entered inwards, and put in all cases as a foreign going ship. Now this is not a matter which can be remedied by a bye-law, because a bye-law can only be of force so long as it is compatible with the Act under which it is made.

Mr. Thomas.] If we met such a case as that supposed by Mr. Brice we should re-enact the bye-laws, and I think that the present one only provides for vessels entering the harbour.

Mr. E. Drew.] The harbour and roads are distinct, are they?

Mr. Thomas.] Yes. A vessel entering the harbour inwards, of 100 tons, would pay 9 s. pilotage. If a foreign vessel was boarded outside the Mumbles, then she would be subject to the higher rates. These bye-laws are always subject to the approval of the Board of Trade. I mean to say that we have a particular power to make bye-laws, by which the rates for coasters shall be less than for foreign vessels.

Captain Beechey.] The Act does not make it compulsory, I think, but the bye-laws must be approved by the Board of Trade.

Mr. Brice.] But why should Bristol vessels have more to pay than they have now, when they take a vessel into Swansea Bay? Under this Act they will have to pay as much as any foreigners, and surely they do not want pilots at all. It is putting a burden upon us which we have never yet had.

Mr. Thomas.] I say, nobody looking at these rates, can say they are very high. The vessels entering Swansea would only have to pay the rates specified in the Schedules of our Act.

23 April 1854.

Captain *Beechey*.] Is it compulsory ?

Mr. *Thomas*.] Yes.

Captain *Beechey*.] Do you intend to except coasters ?

Mr. *Thomas*.] No ; we intend to keep them in their present position, and they are now bound to take pilots.

Mr. *Brice*.] As a matter of law, I take upon myself to say, that under the Swansea Act all vessels are liable to pilotage. Now in the Bristol Act, section 9, it is enacted, that " all vessels sailing, navigating, or passing up and down the Bristol Channel to the eastward of Lundy Island, except coasting vessels and Irish traders," shall be liable to pilotage. Now if Swansea comes under the operation of this Act, then all Bristol coasters are exempt from pilotage by the operation of this 47th of George the Third, and no bye-law can make them liable. Now, what is the fact, that you propose the Act of George the Third to go back, as it were, and to make all vessels liable to pilotage. The effect of that would be, that our coasting vessels going inwards to Swansea will be liable under this new Bill, in the face of the provisions of the 47th of George the Third, to the highest rates payable by foreign vessels. That is my interpretation of this new act, sir, and I will stake what little reputation I may possess upon its accuracy.

Captain *Beechey*.] Mr. Thomas admits it.

Mr. *Brice*.] Then I ask whether it is fair that it should be done, and that they should repeal privileges now possessed.

Mr. *Thomas*.] I hope, and indeed I am sure, that if I go to the Board of Trade with any improper request, they will not sanction it.

Captain *Beechey*.] Mr. Brice says, that in his opinion your Bill will do a manifest injustice by all coasters being subjected to pilotage from which they are now exempt.

Mr. *Thomas*.] I join issue with him there, and say they are liable to our rates. They are only exempt from Channel pilotage.

Mr. *Brice*.] The Act makes us exempt from everything. We may have consented to pay your inward pilotage, but we are not liable to it.

Mr. *Thomas*.] This clause in your Act only has reference to the Bristol Channel.

Captain *Beechey*.] And to all the creeks and ports in it to the eastward of Lundy Island.

Mr. *Thomas*.] We are now fighting the question before the House of Commons, and you have seen the resolution of the Committee upon the subject.

Mr. *Brice*.] I don't admit that, after all that was done behind my back.

Mr. *Thomas*.] You are perfectly aware of all the circumstances under which that took place.

Mr. *Brice*.] I shall not go into that matter. I say that I was satisfied with my success, and I left the case, and it was after I so left, that these proceedings took place.

Mr. *Thomas*.] You were aware of the resolution when I saw you at the Board of Trade, and you approved of our clauses, subject to the rider you inserted, which gives the Board of Trade the most ample power over us.

Captain *Beechey*.] The Board of Trade, you must be aware, cannot override an Act of Parliament. I think, with respect to this matter, we have Mr. Brice's opinion of your Bill, which is that it may, as it stands, do a manifest injustice to the pilots and coasters of the port of Bristol. That is Mr. Brice's opinion ; I do not say it is mine. Now you admit that it is so if the Board of Trade does not interfere.

Mr.



Mr. *Thomas*.] We only propose to do what we are allowed to do by the Bill, and to charge coasters as well as foreigners.

21 April 1854.

Mr. *E. Drew*.] Do I understand that you propose to charge for taking a vessel into the harbour, if a Bristol pilot is on board already?

Mr. *Thomas*.] I should say, as the legal adviser of the harbour trustees, most certainly not, as long as the Bristol pilot is on board.

Mr. *E. Drew*.] How is it under your present bye-laws?

Mr. *Thomas*.] They are made on the supposition that Bristol pilots do not come up to the harbour.

Mr. *E. Drew*.] But by your new Bill you would take away the power to come into the harbour.

Mr. *Thomas*.] Our intention is to repeal that part of the 47th of George the Third which extends the jurisdiction of the Bristol pilots down as low as Lundy.

Mr. *E. Drew*.] Now, as to a foreign-going vessel, what would you charge her?

Mr. *Thomas*.] I cannot argue the question here, whether a foreign-going vessel or a coaster can be charged, or what we should charge them if we had the power.

Captain *Beechey*.] Can a Bristol pilot take a vessel into Swansea if this Act of yours is passed?

Mr. *Brice*.] I say, no. If the 47th of George the Third is repealed *quasi* Swansea, a Bristol pilot would have no more power to go in there than he would have to go into Liverpool.

Captain *Beechey*.] Then he may go as far as the Nash, and then take a pilot into Swansea.

Mr. *Thomas*.] What vessel?

Captain *Beechey*.] You don't understand me. If you take away the present jurisdiction, and extend your powers to the Nash, is a vessel to be there handed over to the Swansea pilot?

Mr. *Thomas*.] I should apprehend the Swansea pilot would enter the harbour.

Captain *Beechey*.] Let me explain what I mean. The 47th of George the Third, chapter 33, extends the jurisdiction of the Bristol pilots to Lundy. You propose to repeal those powers as regards Swansea, and therefore a vessel bound to Swansea must not be piloted by a Bristol pilot beyond the Holms.

Mr. *Thomas*.] Yes, she may.

Captain *Beechey*.] No, except by permission. The Bristol or Gloucester pilot must not go beyond the Holms if the vessel is going to Swansea.

Mr. *Thomas*.] What is to prevent him?

Captain *Beechey*.] Your repealing the power of the pilot to demand pilotage. Suppose, for instance, she is a coaster requiring a pilot, he must not go beyond the Holms, because the captain is not bound to pay him.

Mr. *Brice*.] Prior to the year 1807, the corporation of Bristol had a statutable right to appoint pilots to the Holms. The Act of 1807 extended that right to Lundy, and the trustees of the Swansea harbour are now seeking to repeal the powers then obtained. Our power to go to the Holms under these earlier statutes is therefore not affected. Every coasting vessel under these old Acts, the 11th and 12th of William and Mary for instance, had the same privileges which now exist, at least as far as the Holms; but if the Swansea Bill passes, coasters will become liable to pilotage which they have never yet paid.

21 April 1854.

Mr. Thomas.] I perfectly agree with Mr. Brice that it is our intention to make vessels take pilots into our harbour, but not into our bay, and although we charge 2*l.* 2*s.* 6*d.* for taking a vessel of 400 tons into the harbour, you will observe that the same vessel going out would only pay 10*s.*

Captain Beechey.] But by the Bristol Act all coasters are now exempt.

Mr. Thomas.] I hardly agree to that. I think they are only exempt from Bristol rates. Do they not pay at Cardiff?

Mr. Brice.] That is by arrangement between the authorities of Bristol and Cardiff.

Mr. E. Drew.] I can only say that if I sent a coaster to Cardiff, I should enforce the right of going up there without paying anything for pilotage.

Mr. Brice.] I fear, sir, that by an oversight these objectionable clauses in the Swansea Bill may be passed *sub silentio*, or that I may not succeed in convincing the Board of Trade of their hardship, and therefore I am anxious to call your particular attention to the matter, and to ask you whether it is fair that we should have to fight such a question before the Board of Trade.

Captain Beechey.] The Bill is still in the House, I believe, and you have heard the evidence which has come out now, which I think is a very proper matter to refer to the Select Committee of the House of Commons.

Mr. Brice.] Unfortunately the Bill has now passed through Committee, and I have now to go to the Lords with all the objections to it which I urged before the Commons.

Mr. Thomas.] If you will refer, sir, to the bye-laws of the Bute docks, you will find it stated that by the consent of the corporation of Bristol—

Captain Beechey.] Well, that is Bristol acting for itself; it is quite another affair when you take it on yourselves to alter the present system.

Mr. Thomas.] I will read it to show——

Mr. Brice.] It is quite clear that by arrangement with Cardiff they do make pilotage charges, and that it forms a part of their bye-laws. It is as if we had established pilots for the River Avon, and those pilots were established by competent authority, which, I suppose, is not disputed.

Mr. Thomas.] But if the Bristol authorities will burden themselves with rates at Cardiff, why complain of having to pay the same or similar rates at Swansea?

Mr. Brice.] I say that we are not liable to any rates at all as to coasters or Irish traders. We don't pay these rates at any other port in the Channel, and we seek to be on the same footing at Swansea. We say also, that if there is to be any compulsory pilotage, it ought not to be at the mercy of the trustees of the Swansea Harbour, who deny that they themselves ought to pay any such imposts, and yet seek powers to enable them to inflict such charges upon others, and upon parties who are now totally exempt.

Mr. E. Drew.] What would the charge be?

Mr. Thomas.] From 175 to 200 tons, the charge would be 15*s.*, and we say that is very low.

Mr. Brice.] We object that it is too much to pay even a sixpence on our Irish and coasting trade.

Mr. Thomas.] I think this subject should have been discussed at Swansea on the question of the Swansea pilotage rates, and not at Bristol, when we are considering the question of Bristol Channel pilotage. Mr. Brittan said yesterday that Members of Parliament were very ingenious in turning aside awkward questions by raising others, and I certainly think Mr. Brice has done so to-day.

Captain Beechey.] Our object is to get at a fair and equitable basis for the pilotage of the Bristol Channel, and it is certainly a question if you are to extend your charges up to Nash on vessels which have never yet paid ;  
you

you are thereby doing a very important act, which does bear upon the subject under inquiry, and which I think may very fairly be taken into consideration.

21 April 1854.

Mr. Thomas.] Our trustees would not be so suicidal as to throw any burdens upon the coasting trade.

Mr. Brice.] We don't wish to give you the chance.

Captain Beechey.] Bridgwater is not exempt from channel pilotage, but it does not seek to extend its powers by a new Act as you do ; your Bill, if not prevented, would give you a power, by repealing this section of the Act of George the Third, which I don't think has before occurred to you.

Mr. Thomas.] No ; I admit that it has not occurred to me in the light in which Mr. Brice views it ; but I can say that we shall be happy to meet the case with the corporation of Bristol.

Mr. Brice.] We want our coasting and Irish trades kept in the same position as they now are.

Captain Beechey.] Have you any Swansea pilots here ?

Mr. Thomas.] No.

Captain Beechey.] Can you answer this question, whether, supposing you were to obtain such extensive limits as you seek, your pilots would qualify themselves to run up to Bristol or Kingroad ; do you think your pilots would qualify themselves to take a ship up to Kingroad ?

Mr. Thomas.] I cannot say it has been done, but I have no hesitation in saying that the trustees would make it a requirement of the Swansea pilots ; they are men who are obliged to stay out in Swansea Harbour, and most of them have knocked about the Channel a good deal.

Captain Beechey.] You cannot answer the question, perhaps, as to their present qualifications ?

Mr. Thomas.] No.

Captain Beechey.] But you think there would be no opposition on the part of the Swansea Trustees, that their pilots should be qualified to run to any port in the Channel if they went out of the limits of your harbour, and had passed the examination of a general board, as to the navigation of the whole Channel ?—No, I think not.

Captain Beechey.] You are aware that in an estuary such as the Bristol Channel, if a master meets with a pilot only qualified to take him to Newport or Cardiff, or Swansea, or any other particular port, very great inconvenience must arise, and that being the case, for the Swansea pilot to be qualified to take a vessel up to Kingroad or to Newport with safety, he should be subject to some examination as to his capacity to act as a general channel pilot.

Mr. Thomas.] We should meet those requirements by having two classes of pilots, one generally qualified, and one confined to our own limits of the channel.

Mr. Drew.] But the limits you propose at present, extend right across to Minehead.

Mr. Thomas.] I would have an inner and an outer limit.

Captain Beechey.] In arranging a general system of pilotage, we must arrange for all vessels bound to any of the ports of the Channel above where they are found ; it would be inconvenient to find one pilot who could only take a vessel one way, and the only remedy which appears to me at present would be, to make all those pilots who cruise out of the middle of the Channel, qualified to take any vessel in ; at present, a master may avoid a pilot who could take him on if he sees two, one here and another there, because the nearest one he makes for may be the one who is not able to take him ; now this would be obviated if they were all alike qualified, and had all passed an examination before some competent board.

21 April 1854.

Mr. *E. Drew.*] In point of fact they would then all be able to do what the Bristol pilots do now.

Mr. *Thomas.*] But we are not to extend our pilots further westward than the Worm's Head.

Mr. *E. Drew.*] If your pilot meets a ship out there, such a pilot may take her on to Kingroad, if he is qualified, as I understand Captain Beechey; and if he is not qualified for the navigation he ought not to be out in that part of the Channel.

Mr. *Thomas.*] I fully understand it now, and I pledge myself, on the part of the Swansea trustees, that no such unqualified man shall be out there.

Mr. *Brice.*] But all this is diametrically opposite to your Bill, which provides that the Swansea trustees shall select the pilots, and satisfy themselves as to his skill and fitness for the office. How can they do that as to the navigation of the River Avon?

Mr. *Thomas.*] Captain Beechey only referred to Kingroad.

Mr. *Brice.*] All our pilots are qualified for it, and it is a most important part of the navigation. I would suggest that if the qualification of pilots were limited to Kingroad, Bristol would be subjected to all the inconvenience and delay of a second pilotage, which forms the objection to the present system as respects some of the other ports.

Captain *Beechey.*] Where are your present limits?

Mr. *Brice.*] Right up to the docks.

Mr. *Thomas.*] The case Mr. Brice suggests could only happen where a ship passed all the Bristol pilots.

Mr. *Brice.*] Under your system the ship would take the first pilot who came on board, and he brings her up to Kingroad, and there she may have to lay for several tides, if she is a large ship, and he is not qualified to take her up the river.

Mr. *Thomas.*] That could only arise when your own men lost the ship.

Captain *Beechey.*] Now as to your pilot-boats; did I ask you about them yesterday?

Mr. *Thomas.*] Yes.

Captain *Beechey.*] Your pilot-boats, if they are to go out to Minehead, must be prepared to go out in all weathers.

Mr. *Thomas.*] We shall be perfectly prepared to go out.

Mr. *E. Drew.*] We have heard of a pilot skiff of 35 tons not being sufficient to contend with the sea, and yet you say that your boats of 10 tons are.

Mr. *Thomas.*] They would be made equal to what is required.

Captain *Beechey.*] Do you object, in your supply of boats, to make them as it were subservient to the Bristol Channel pilots; that is, if you take a pilot out, would you furnish him with accommodation?

Mr. *Thomas.*] Yes, upon the "give and take" principle.

Captain *Beechey.*] If you met a vessel with a Bristol pilot on board, and the master wants to get rid of him, will your boats go and take him off?

Mr. *Thomas.*] Yes, on a certain amount being paid, or on the "give and take" principle.

Captain *Beechey.*] If there were a fee for the use of the boat, you don't think there would be any objection to that?

Mr. *Thomas.*] None at all.

Mr. *E. Drew.*] The Bristol boats are always at the end of the ship.

Captain

21 April 1854-

Captain *Beechey*.] Suppose the Trinity Board had the arrangement of this matter, and there was a complaint of 20 or 30 boats remaining at Pill, while they ought to be at Lundy Island; suppose this central authority should say, you must have a larger class of boats to remedy this evil, now if that should be so ordered (I am only speaking on a supposition), and these other boats should not go beyond a certain distance, but the larger ones should be stationed at Tenby, or some other convenient place in the Channel, you would require a larger number of men, and a larger description of boats?

Mr. *E. Drew*.] Yes; but I was speaking of our present plan.

Captain *Beechey*.] Exactly so; but the complaint is now that the boats remain at Pill, instead of at Lundy, because they cannot always get down there.—(To Mr. *Thomas*.) Do you think that any such general arrangement, with respect to Swansea, would be objected to?

Mr. *Thomas*.] Not at all.

Captain *Robert Mayne*, Examined by Mr. *Thomas*.

371. I BELIEVE you have sailed from Swansea for some years?—Yes.

372. You have commanded vessels sailing up the Channel from Limerick and Bideford?—Yes.

373. Are you acquainted with the Channel, and particularly the portion west of Swansea Bay?—Yes.

374. Is it your opinion that the approaches to Swansea require the assistance of Channel pilotage?—No.

375. Are you resident at Swansea now?—Yes.

376. Are you a shipowner?—Yes, on a small scale.

377. Do you consider that Swansea possesses greater natural advantages in its approaches and in its entrances than the other ports of the Channel; that is, is it more approachable than the other ports?—It is more approachable than the ports further up, or more eastward.

378. In your opinion, would the masters of foreign vessels have any difficulty in making Swansea Bay?—I should think not in ordinary weather.

Captain *Beechey*.] Let me know what Swansea Bay is?

Mr. *Thomas*.] The point from the Mumbles Head to the Scarweathers.

Captain *Mayne's* Examination resumed by Mr. *Thomas*.

379. Then you don't think the masters of foreign vessels would have any difficulty in making Swansea Bay?—I think not.

380. From conversations and communications you have had with the merchants and shipowners of Swansea, is it the opinion that the Channel pilotage is essential to the Swansea interests?—Generally not, I believe. I think the owners object to their ships having to do with the Channel pilots, on the ground of their services being unnecessary.

Mr. *Thomas*.] I don't wish to put any other questions to this witness. I shall, however, examine other witnesses as to what he could substantiate, but not more.

Mr. *Brice* (to Captain *Mayne*).] Are you aware on what class of vessels pilotage is now levied at Swansea; has it been customary to levy pilotage from Limerick inwards in the port of Swansea?

Mr. *Thomas*.] He has not commanded any vessels into Swansea. He has commanded a vessel belonging to Limerick, and another to Bideford.

Mr. *Brice*.] Read his evidence as to that; or I will assume the case of a vessel trading from Limerick to Swansea, and ask him what is the custom as to inward pilotage.

21 April 1854.

Captain *Mayne*.] It is like all other vessels.

Mr. *Brice*.] Do you know what is the practice as to a vessel from Bristol to Swansea; does she pay any pilotage?

Mr. *Thomas*.] I admitted all this, and that they do not now pay pilotage, two hours ago.

Mr. *Brice*.] Very well; then I will not carry the matter any farther.

Captain *Mayne*, Examined by Captain *Beechey*.

381. You think it unnecessary to have a pilot outside the Mumbles?—Yes.

382. And that any master can bring his vessel up to the Scarweather in any weather?—Yes.

383. And that any compulsory pilotage beyond that would be a hardship?—Yes.

Re-examined by Mr. *Thomas*.

384. I think you have commanded vessels from the Mediterranean up the Bristol Channel?—Yes.

385. Do you know whether they were boarded by Bristol pilots or not?—I don't remember; it is many years ago.

Mr. *Thomas*.] I think, sir, that I shall not now call any more witnesses, and that closes my case.

*William Matthews*, junior, recalled; and Examined by Captain *Beechey*.

386. WHEN you take any ships up to Gloucester, from Kingroad, and you can't move up to Sharpness, where do you move up to?—At Northwick.

387. But you would be aground there?—No; we come a little below, at Aust Road. We don't lie there in the winter time, and sometimes we take the ships back to Kingroad.

388. When you have passed the Shoots at flood-tide, to bring up at Northwick, is there any difficulty in that?—No.

389. Is there a good anchorage?—No, there is no anchorage. We only lie there for a tide, and then we take them back to Kingroad, if we can't get on.

390. In this statement, which is signed by yourself, you say, with respect to Aust, the pilots unanimously express their opinion, that "it is quite impossible that Channel pilots should bring a vessel as far as Aust." Now that is the place where you speak of bringing ships to anchor?—We only go there for a tide, and should not go there in bad weather.

391. But you say it is quite impossible to get alongside there?—Yes, it is at Northwick.

392. That is the place you allude to as Aust Roads?—Yes.

393. Do you mean to state that vessels are not lying there from one spring tide to another?—No, I don't recollect. I know I have never done it.

394. How long did I lay off the shore with you?—I think it was two or three days I was with you.

395. Is that the place you mean?—Yes.

396. Supposing it should be found desirable that the Gloucester pilots should go below the Holms, do you think they would qualify themselves for the general pilotage of the Channel?—I don't think they are capable of that at the present time.

397. You don't think they are qualified with their present knowledge?—No.

398. Do you think that they could qualify themselves, and that the Bristol pilots could qualify themselves for Gloucester?—Yes, I think so; but it would take a good deal of time to do it.

399. But you think both those things are practicable?—Yes.

Mr.

Mr. *Clegram*.] Will you ask him, Captain Beechey, how frequently he considers it necessary to navigate between the Severn and Kingroad to make himself qualified as a pilot?

21 April 1864.

Captain *Beechey*.] We have done that; and he said the Channel was shifting frequently, and how often it was necessary to visit the tides.

Mr. *Clegram*.] It was merely with reference to the last question you put to the witness that I wished to ask him, supposing all the Bristol pilots were qualified to go to all the ports in the Channel, including Gloucester, how often they ought to pass up the Severn?

Captain *Beechey*.] Put the question to him.

400. (By Mr. *Clegram*.) How frequently do you consider it would be necessary for a pilot, to be fully acquainted with the navigation, to pass up the Severn? — Twice a month, at low water.

Captain *Beechey*.] You do not mean every neap, but every spring tide.

*Matthews*.] No, I mean the neap tide.

Captain *Beechey*.] You are right. It is an anomaly in your river, and I recollect it now.

Mr. *James Knapp*, Sub-commissioner of Pilotage for Newport, put in the Newport Harbour Act of 1836, and then said, "As we appear here, sir, without the assistance of any legal gentleman, I trust you will extend your indulgence to us in the remarks I shall have to make. The people of Newport have for a considerable time felt great dissatisfaction with the present system of pilotage in the Bristol Channel. The first cause of that dissatisfaction is, that Newport is a place of rising importance, and has already attained to considerable eminence in the commercial world. The trade of the port is very considerable, as I shall show you, by giving the number of vessels trading there, and the amount of tonnage. There is, therefore, an unwillingness on the part of the authorities of Newport and the vicinity to be kept any longer in leading-strings, and they think that they are entitled to the government of their own pilots. We think also that there is an objection to the present system, both on account of the increased expense, and the delay occasioned by being required to take a Newport pilot first, and then to change for a Bristol pilot. We have a body of 20 pilots, with a district extending from Redwick Pill to Rumney River. As a body, they are very efficient, and are generally well occupied. They cruise constantly as far as Lundy, and often further westward. As things are now, with two distinct orders of pilots, we feel that there is a very great delay of ships bound from Newport outwards, and a great increase of expense. For instance, if a ship leaves Newport late in the evening, by the time she gets to the Holms it is dark, and not a proper time to wait for a pilot at all tides, so that the master is not able to bring his ship to an anchor to get a Bristol pilot on board. We think, therefore, that if the Newport pilotage were under the management of Newport people, there would be a very considerable reduction in the charges for river and Channel pilotage. At present, we often consider it a very great hardship to pay for the services of the Bristol Channel pilots, especially when many times they are not required. We have remedies for this state of things, which we propose; but I am not prepared to name them here; but I may say generally, that we are of opinion that the present system might be changed, and the entire commercial community thereby very much benefited. We should have been prepared with facts and figures in support of our views, if we had had a little more time given us for the purpose; but the statement I have now made, I am quite satisfied, can be sufficiently proved."

Captain *Beechey*.] Will you state your remedy?

21 April 1854.

Mr. *Knapp*.] The principal would be to give the Newport pilots the privilege to board as far as Lundy; the same privilege, in fact, that the Bristol pilots now enjoy.

401. (By Captain *Beechey*.)] Do you mean them to qualify for it?—Certainly, sir. Many of them could pass now. We also think that in the present times of competition and of free trade this alteration is demanded. It is the opinion of many who are well acquainted with the Channel that pilotage from Lundy to the Holms should not be compulsory, because it is not so in many other parts even more intricate, as for instance, through the Straits of Dover.

402. Do you mean to say, that pilotage is optional through the Straits of Dover?—I presume it is; I have been through them, and never had a demand made upon me. I have been many times up the English Channel, and found it subject to fogs, which the Bristol Channel never is. It is much clearer there, and we have a bold highland, to which a master may have his ship almost as close as he pleases; and I think the masters are generally quite competent to take their vessels up as far as the Holms. Our pilots are quite competent, and would go out even to get the first chance, if it was left open to competition. I think we can bring sufficient proof that with outward bound ships, the ship-master leaving the Holms with a fair wind, would put the pilot out there, and pay the full money, rather than take him down the Channel, and take his chance of landing him.

403. Is he not at liberty to do so now?—Yes.

404. Then where is the hardship?—It is in paying the man the full pilotage down to Lundy if you are going out; but if you are coming in, you only pay him from where you take him on board.

405. I suppose that is the case at Liverpool. You would rather discharge at Bell buoy than at Lynas?—That is not exactly the case.

406. How would it be if the weather was thick and dirty?—The question is, whether we are to have a monopoly or to do away with it.

407. But if you do away with compulsory pilotage, could you keep men down there when they are required?—We know enough to be able to show that men will cruise for their own benefit. When the weather is bad, it is very rare to get hold of a Channel pilot down there. I can state cases where vessels have come up to Kingroad without a pilot.

408. You must go a little further and propose a remedy, part of which must go to make up a revenue, or the pilots will not be paid?—So far as the Newport pilots are concerned,—we do not speak to the disparagement of the Bristol pilots,—but we have now 20 pilots, and I think that if we had 30, they would earn as much as they do now.

409. As much as they do now?—Yes. I think that as our own men now get a very handsome livelihood, if there were more of them, those who exerted themselves most would fare the best.

410. Can you mention what they do get at present?—Would it be prudent, sir?

411. You are bound to do it to the Board of Trade.—Well, they get from 100*l.* to 300*l.* a year, besides distance money.

412. Have you not got the return with you?—No, we have not had time to make it out.

413. There was an order made for such returns in September last?—I believe those returns are sent up monthly to the Board of Trade. We are satisfied that our pilots earn a good livelihood.

414. And you think an increased staff of pilots would be equally remunerative?—I think that we should have more, and not less. We have already increased our pilots from 15 to 20, and we find that their earnings are not diminished.

415. Then, if the remuneration is so handsome, you could afford to reduce your rates a little?—Yes, if the trade of the place were extended.

416. But if they are now overpaid, you could as you are?—I don't say that. I will not say that 500 *l.* a year is too much for a man who risks his life to earn it. The plan I should recommend for Newport is to have the pilotage compulsory as far as the Holms.

417. What do you mean by that?—From Newport river to the Holms. Let other ports stand upon their own merits, and from the Holms to Lundy let us have it arranged by stages, as it is at present, with regular charges, but make it optional



21 April 1854.

optional with the masters whether they will take a pilot or not. And if other ports did the same, I would say, if a Bristol pilot comes on board a Newport vessel, he should pilot her till he was superseded by a Newport man, and *vice versa*.

418. That would apply to all the ports in the Channel?—Yes, it is generally done now. Newport men often get hold of Bristol ships and take them up to Kingroad.

419. Suppose we apply that rule to Swansea, for instance. From the outer pilotage of Lundy to Swansea is 1 *l.*, and two guineas from there to the docks?—I should think Swansea was so far to the westward that she did not want any pilots at all.

420. But you are going to give the distance money to the man who has been looking out, and the Swansea pilot is to have 2 *l.* 2 *s.*, while the outer man gets 10 *s.* or 1 *l.*; now apply that to Newport, what is the distance, money down, to the Holms?—The pilots are paid extra by the masters.

421. Have you got your bye-laws with you?—No. I have got the scale of charges, but there is nothing about distance money. The extra pilotage between Rumney River and the Holms is a matter of private arrangement between the pilot and the captain. We have no power beyond the Rumney River.

422. You have no distance money then, in fact?—No; if a pilot performs extra labour, he expects the captain to pay him for it.

423. Then your pilotage within your limits is the same all the way up?—Oh no; from Newport to Pwllgwenlly, and from Newport or Pwllgwenlly to Rumney River; from Newport to Pwllgwenlly is merely moving a vessel in the river, and a pilot may go from Pwllgwenlly to Penarth or Kingroad, provided no Bristol pilot offers.

424. You can go down from Penarth, I see, at 2 *s.* 3 *d.* a foot for coasters, and foreign vessels, 3 *s.*; from Rumney River, 2 *s.* 6 *d.*; and you have 3 *s.* a foot for outer pilotage from Rumney. According to that, the outer man will have 6 *d.* a foot till he is superseded; is that the fact?—No; is it to be supposed if a Bristol pilot was lying between Redwick Pill and the Holms district, that he will get out of his boat when a Newport pilot is in attendance; I should say, if he did, 7 *s.* 6 *d.* was as much as he earned.

425. That is not the case; if a Bristol pilot takes up to Rumney, and there a Newport pilot just comes up, he must give up charge, and he has 6 *d.* a foot, while the other man gets 2 *s.* a foot for his labour; is not that the operation of your law?—No, I think not; the rules, however, would be revised if we had an alteration of the system.

426. I am not speaking of any alteration, but of what is the case now?—I think if the plan you have suggested was carried out, a new scale of terms would be wanted to meet the case; and that is a subject requiring a great deal of consideration.

427. Then those bye-laws that you now have would not meet the case?—Oh no, not at all.

428. Are coasters free with regard to you port?—The captains have the privilege of going up and down without a pilot; but we have a great many heavy iron vessels, and they either take a pilot, or what is termed a hobbler, but coasters are exempt entirely by the Act. I find it is optional with them, but if they take a pilot, they must take a licensed pilot.

429. How are steamers?—They come under the denomination of coasters, I apprehend. We have several steamers trading between Newport and Whitehaven with iron ore.

430. With regard to vessels towed by steam, do they pay pilotage the same as other vessels?—Yes, the same as other vessels.

431. Have you stated the whole of your remedies?—Yes.

Mr. Brice.] You will allow me to observe, sir, that the 47th of George 3d is the Act which confers the exemption on coasters and Irish traders, and that that Act of Parliament is retained in its integrity in the Newport Act.

Mr. Thomas.] Is it in consequence of that Act that coasters are free?

Mr. Knapp.] The reason why I cannot say; the cause why I do not know.

Captain Beechey.] I observe your bye-laws do not exempt the coasters, and your Act says nothing about them, and therefore they would have to pay

21 April 1854.

pay were it not for the Act under which the pilotage was before regulated. Your plan, as I understand it, would be to let the Newport pilots go down the Channel as far as they pleased, or perhaps you will state what it is.

Mr. Knapp.] I should like to know what my position is with regard to the evidence I am giving.

Captain Beechey.] You are stating what you consider to be the grievances of your port, and I ask you to point out some remedy, so as to enlighten me upon the subject. You say you think the number of your pilots might be increased, and that they are competent to the navigation of the whole Channel.

Mr. Knapp.] I think that some of the number would be; but if we had a reorganisation of the system, they would not be all put down as first-class pilots.

Captain Beechey.] Then I will say that you think some of them would soon qualify for the pilotage of the whole Channel if required; that you think the pilotage might be reduced in consequence of such a system; and that some other arrangements might be made for the necessities of the Channel. One part of them would be to provide for the outer pilotage of ships bound to your ports, such as foreigners and others who require pilots; and I ask you, what do you propose to do with respect to them?

Mr. Knapp.] I will just preface my answer with the expression of my opinion of the Bristol Channel, and that is, that the navigation is not of that intricate and dangerous nature as to make it compulsory on masters of vessels to take pilots at the present day. Masters are now expected to be competent to take their vessels into any port about the English coasts.

Captain Beechey.] Where do you find them?

Mr. Knapp.] Their examination goes to prove that they are competent under extraordinary circumstances; and we must admit that there is a very great improvement in the masters of vessels now, compared with what they were 20 or 40 years ago. We therefore consider that the navigation in the Bristol Channel is not of that nature as to justify compulsory pilotage. We ask for the Newport pilots to be allowed to go as far as Lundy, or further, and to have a regulated scale of charges, it being compulsory only to take a pilot from Newport to the Holms, and the Holms to Newport, and it being left to the master to decide whether he will take him beyond or not. I am of opinion, from what our present pilots do, although their district only extends to the Rumney River, that they would continue to go as they now do to Lundy for their own emolument, and that they would go as far west as it is at all needful.

Captain Beechey.] Do you think it necessary that strangers should have a pilot coming up the Bristol Channel?

Mr. Knapp.] The majority would take them, I think, if they could get them at Lundy. There are a great many vessels coming to Newport and Cardiff from London, and in many cases they take men with them called pilots, who understand the coasts very well. If they get into the Bristol Channel, and a pilot speaks them, they are then superseded. But if all this were thrown open to competition the commerce of the country would be invigorated in a very great degree. You could then take a man to the Holms, or as far as he might be required; and, as there is now competition in all things, I don't see why pilots should be shielded from it more than any other class of tradesmen.

432. Would you object to the Channel pilots taking vessels up the river to Newport?—I think so.

433. Why?—You would annihilate and destroy the present pilots. You must draw some line, and our noble river requires some knowledge to navigate it; a man might be able to bring a line-of-battle ship up to the Downs, and yet not be able to come up our river.

434. I understood you to say that, as we had free trade, there ought to be free trade in pilotage?—No, I say it takes distinct men for distinct work; and as it takes

21 April 1864.

takes a distinct man to make a coat, or to make a shoe, so it takes a distinct class of men to come up the River Usk from those who navigate the Channel.

435. If a man can take a vessel up to Newport, and he is asked to go round there, why should he not do it if he feels competent?—I think, sir, you name a case that would very seldom happen; because there are sets which vary in all large rivers, and a man requires to feel himself at home in them.

436. I am putting the case of a man who is competent?—Your argument is, if a man is competent to take a ship up to Newport, why should he not do it. I think you are stating an improbable case. I think it would not be justice to the men who fit their boats, and so forth, to deprive them of vessels coming to their river.

437. Now I understand you; how far would you carry that plan of allowing your men to go out?—As far as the Holms.

438. Why should you not down to Barry?—I do not think it is wanted there.

439. If a man was afraid to pass Barry up the Channel, he would take the first pilot, would he not?—But there must be a system, and we contend the present system is injurious to the trade of Newport, and the commerce of the country in general; that is the ground we take.

440. Now you think your pilots may take vessels over to Kingroad, if they do not meet with a Bristol pilot; I suppose, by the same rule, Bristol pilots may go to Newport, if they do not meet with a Newport pilot?—Yes, if they are not superseded.

441. You do not object to it as an encroachment?—No; I know of one case in 10 years, where a Bristol pilot has come up our river.

442. Are your pilots authorised to supersede in any part of the river?—Yes.

443. In that case where do they take the pilotage from?—According to a scale. If the Newport pilot takes the vessel at the mouth of the river he would claim from that point, and the Bristol Channel pilot would have the pilotage for the distance which he had come.

444. What class of vessels are your pilot-boats?—Well, they are sloops or cutters.

445. And the tonnage?—I cannot speak positively to that; I should think they are from 15 to 20 tons; they are deck boats, many of them.

446. Capable of keeping the sea?—Oh, yes.

447. How far down?—Down as far as Lundy.

448. Do they go there now?—Yes, in all weathers; they go down, and will keep out till they find a ship.

449. Do they board her if they do find one?—Yes; the Bristol Channel pilots supersede them sometimes.

450. Have you an order to have a pilot-flag flying when a pilot is on board?—Yes; and, as far as my opinion goes, that order is carried out.

451. How many of these pilot-boats have you?—There are 20 in all, but not all of one class.

452. Give me a list of how many are able to keep the sea off Lundy?—I will.

453. When the ships go out do they take these boats with them?—Yes; each pilot has his own boat, and takes it with him.

454. If you have 30 ships going out, and only 20 boats to go with them, what then?—Twenty large ships would be a large number for Newport at one tide.

455. I understand you, then, that there should be such an arrangement that the pilot should be remunerated for his labour, and that if it is necessary to keep an establishment off Lundy, to pick up strangers who may desire to come up to your port with a pilot, it would pay the men to keep it up. Explain what you mean?—Will you have the goodness to repeat the question?

456. There are vessels coming to your port which do not like to enter without a pilot, and to whom it would be an inconvenience to be kept boxing about the Channel till you sent a pilot down to them; that being the case, it is necessary to keep pilots off Lundy Island for such vessels, whenever they come?—I don't think it necessary at all to keep up such an establishment, because with an increased number of pilots there never can be a time when ships could be kept to sea without pilots offering for them. We have men who are very emulous in their trade as pilots.

286.

C 2

457. That

21 April 1854.

457. That is because you have a compulsory pilotage?—No.

458. But the Bristol pilotage is?—Yes; but I think our men, who are not compulsory, do as well.

459. Do you mean to say you have a sufficient number of pilots at present?—No. I think we should alter the number, and have boats kept off Lundy, and with that privilege we could submit to a very material reduction in charge.

460. Where would be the difference in that plan, and taking a Bristol pilot off Lundy?—There may be the loss of a tide if I take a Bristol pilot and run up to Newport, because he does not feel so much interest in getting up as a Newport man, and therefore a Bristol pilot brings his ship to, and waits till the Newport pilot comes to take her up the river; whereas, if the Newport pilot was off Lundy, he would bring her up into the river at once.

461. Do you intend to increase your rates at all, if the pilot boats go down to Lundy?—Certainly I should think they would be entitled to more than they get at the Holms. We would diminish it to the Holms, but increase it to Lundy.

462. You said you thought all your pilots might not be qualified for the outer pilotage; don't you think it would be as advantageous that the Bristol pilots should qualify for Newport, so that your vessels would not then suffer the detention you speak of; would not that be equal to all the exigencies of Newport?—Do I understand you to say that the Corporation of Bristol pilots should become residents of Newport? I have no objection to that, but if you mean that the Pill men should have the privilege of taking a ship up to Newport, I say No; it is giving them too much of the advantage.

463. What I say is this: Is not an establishment, such as that of the Bristol pilots already at Lundy Island necessary, and could not that establishment be made perfect by the pilots qualifying for Newport river, or there being a new establishment created?—I think not. I think it best to have every port separate and distinct. If Newport men are confined to Newport, they get more knowledge of their own part of the Channel.

464. Then I understand you would have each port of the Bristol Channel to have its own pilots down at Lundy Island, to pick up its own vessels?—I must return, I think, to my former position, which is, that I would have the pilotage compulsory only as far as the Holms.

465. You will see my desire, it is only to obtain information; you have proposed a remedy for the present state of things, and I am wanting to see how it will work; I am putting the hypothetical instance, that if Newport has her own pilot boats at Lundy, Cardiff and Bridgewater will require the same, and so will Bristol and Gloucester; we shall then have five or six different pilots, each with his flag up, and hailing vessels; that being the case, does it not seem to you an inconvenience to ships coming at night to see six or seven boats, out of which the master is to find the right pilot for the port he wants to make?—Well, sir, so far as the derangement caused by having a great number of boats, that must be borne with, as off Cowes in the fishing season; but I should not think there would ever be a time at Lundy when there would be so many lights as to bewilder a man.

466. Not to bewilder him, but will he find the man he wants; would it not be necessary not to have too many pilots, that is, more pilots than there would be work to find for them?—I should say, let every port stand on its own merits; we know what is required for Newport; let the Newport boats have a distinct light or signal from the others, and I apprehend there would be no difficulty in the matter, and that a man would rather see three pilot boats, if he wanted a pilot, than none at all.

467. If such a general arrangement as I have spoken of were to take place, would you qualify all your pilots for the outer Channel?—Yes.

468. Then it would be necessary to have the pilotage of the whole Channel limited, that is, that the number of pilots should not be so increased as to fritter away the pilotage; will you object to a general system, limiting the pilots of the local ports, so that all the number engaged in the Bristol Channel shall not exceed the trade of the Bristol Channel, and whenever Newport, for instance, wishes to increase the number, it must be by a vacancy?—According to the present system, if we think more pilots are required, we make an application to the Trinity House, and we give our reasons for the application; I think, under

21 April 1854.

under general circumstances, this is the best plan, and that it should still remain with the Trinity House, who will only appoint on the recommendation of persons capable of judging of the requirements of the port; I therefore still think that a separate system for each port would be better than a general system.

469. I thought you were advocating a general system?—No; I say this, that the Commissioners at Newport should examine their own pilots for the service, and that Cardiff and Gloucester, and the other ports, should do the same.

470. I was not speaking about who was to examine them, but if all the pilotage authorities are to appoint as many pilots as they like, and they all go down to Lundy, it is quite clear that there might be such a number, that the pilotage would be unnecessarily frittered away?—I think there should be a general system of rates of pilotage from Lundy to the Holms, and from that point to the other ports, a scale which they should settle among themselves; I think there should be a general rate to the Holms, but for other purposes, let the working of each individual port be left to itself; I should like to correct an observation I made as to the earnings of our pilots being from 100 *l.* to 300 *l.*, as there are many sources of income which would not be included in the amount in which I, as a sharebroker, have made my calculation. It can, however, be ascertained with certainty from the official documents which I will send up. As to the amount of tonnage entering, and departing from our port, I have a return for the year ending the 5th January last, which I will read:—

	NUMBER OF VESSELS.	TONNAGE.
Foreign Vessels inwards, with Cargoes - - - - -	125	20,939
Ditto, in Ballast - - - - -	94	31,023
Ditto, outwards, with Cargoes - - - - -	708	211,769
Coasting Vessels inwards, with Cargoes - - - - -	1,779	107,461
Ditto, in Ballast - - - - -	5,196	327,809
Ditto, outwards, with Cargoes - - - - -	6,975	435,270

*M. Brewer,*  
Deputy Patentee.

Bill of Entry Office, Customs, Newport,  
19 April 1854.

I think it fair to add, although I do not know what has passed previously, that the exports of Bristol are largely indebted to Newport and Cardiff, as a great many of the vessels would come to us if we had dock-room for them. It is also well to know that our dock is being extended to meet our growing trade. Newport, sir, cannot be kept under any longer; she cannot remain as she is; she is of too much importance to remain as she is.

471. As to coasting vessels, are the exports included in the returns you have read?—No; I have only the Custom-house return, obtained from the patentee. Captain Foot, the dock-master of Newport, is here, and he can speak to the competency of our pilots; there are also several of the Harbour Commissioners, who are intimately acquainted with the subject; and also Mr. Webb, a very large shipowner, and a man of great experience.

Mr. Brice.] I submit, sir, that what we have heard from this gentleman amounts to something more than the remarks of the Sub-commissioners of Newport. He has given us something more than a mere statement, and has gone into evidence with respect to the number of pilots, the capability of their boats, their management, their dues, their receipts, and various other matters, which, if not evidence, is nothing. The gentleman now proposes to call evidence as to the competency of the Newport pilots, and the gentlemen who are to give that evidence have been present during the whole of the statement which we have listened to, and which they are to confirm.

Now, sir, as that is precisely the kind of evidence which the haven-master

21 April 1854.

of Bristol would have given, and you have thought proper to exclude him from the room, I therefore beg to ask whether you intend to take this matter as evidence; if not, I shall not say another word; but if you do, then I submit that the rule which excluded Captain Drew would apply to these gentlemen, and would render their evidence inadmissible.

Captain *Beechey*.] These gentlemen are Sub-commissioners of Newport; they are at liberty to state their grievances, and if I ask them what is their remedy, I don't consider them in the light of witnesses who are called to give particular evidence. I shall be very sorry to do anything that is not perfectly just, or anything that may even appear like injustice; but if such objections as that now taken are to prevail, it would be difficult to decide where we should stop, or who would be admitted to be present at this inquiry. I think there is a great deal of difference between the Sub-commissioners of Newport coming over and stating their views to me, and a person being present who is to be called to support particular opinions as to the navigation of the Channel and other points. These gentlemen have been invited to be here, and if I were to exclude them I should possibly deprive myself of a great deal of information which I should like to have.

Mr. *Brice*.] I don't ask you to do that; I only want to know whether the rule is still to be applied to Captain Drew, whose attendance I wish to have to assist me in the case.

Mr. *H. Brittan*.] With the greatest respect, sir, I beg to say for my clients, that their case is the same as that put by Mr. Brice, and I ask for Captain Drew's presence on the same grounds. We do not put it, sir, as an act of indulgence; but the exclusion of Captain Drew seems to me to cast an imputation upon him as the haven-master of Bristol, as though he would shape his evidence contrary to the truth in consequence of anything which he might hear in this room. The haven-master, I apprehend, if called as a witness, would be called precisely in the same manner as it is proposed now to call these gentlemen; and I need not remind you, sir, that there is a great deal of difference between calling a witness who is to speak to what is matter of opinion, and one who is to speak as to matters of fact.

Captain *Beechey*.] I can only say, with respect to Mr. Drew, that I never imputed to him that he could be influenced by anything which could be said here, and I am very sorry that you have even hinted at such a possibility. I intimated at first that if any of these gentlemen were to be called as witnesses, I had laid down a rule that witnesses were to be out of court. If Mr. Drew had been a Sub-commissioner of Pilotage, I do not say that he would have been excluded; but I must also say, that if the gentlemen of the law who are here, are to persist in offering technical objections to the course which I think proper to pursue, I shall feel obliged to exclude them. I have hitherto made this quite an open court, and have been glad to allow all parties to meet me, and to hear what is going on; but I must have it understood that I am not bound to admit gentlemen of the law to interpose legal objections to an inquiry in which I am desirous of obtaining all the information I can, and in the most efficient manner. If it is considered that the Sub-commissioners of Newport are here in the light of witnesses, they ought not to have been present after the intimation I gave to Mr. Knapp; and if any of the Bristol Commissioners are here, and they intend to give evidence, the same remark will apply to them.

Mr. Alderman *Barrow*.] The Corporation of Bristol, and the Society of Merchant Venturers, are represented here by deputations, and also by their solicitor.

Captain *Beechey*.] What is Mr. Brice?

Mr. *Brice*.] Sir, I have the honour to be the solicitor to the Corporation of Bristol, and I also have the honour to be a member of the Society of Merchant Venturers. I do, therefore, by accident happen to be here in a double capacity; as a member of the Society of Merchant Venturers, and

as

as the solicitor to the Corporation of Bristol, both which bodies have entrusted their interests to me in this inquiry. 21 April 1854.

Captain *Beechey*.] Well, if these gentlemen are here as witnesses, I have not the slightest desire to examine them. I leave it to you (Mr. Knapp) to call them or not, as you think fit.

Mr. *H. Brittan*.] I think they should be in the other room.

Mr. *Knapp* rose, and offered to leave.

Captain *Beechey*.] No, I shall not ask you to retire; but you will remember, when you first came into the room I asked you if you thought these gentlemen would be witnesses in your case, and you did not say that they would, and they remained. The consequence is, that an objection is now taken to their being heard.

Mr. *H. Brittan*.] I am most anxious that every gentleman should be heard; but what I ask is, why one party who has been present should be heard, while others have been excluded.

Captain *Beechey*.] In consequence of the objections which have been raised, I intend to follow out the plan I laid down this morning, and I cannot hear these gentlemen. I gave them due warning, that if they appeared as witnesses I should not have them present till they were called.—(To Messrs. *Brice* and *H. Brittan*.) I do not think your case will be improved by the course you have taken.—(To Mr. *Knapp*.) Have you anything more that you wish to communicate?

Mr. *Knapp*.] No; unless you have anything to ask me.

Captain *Beechey*.] If you have any pilot you can send over to-morrow; I shall be quite ready to receive his evidence.

Mr. *Knapp*.] Some of our pilots are about to come.

Captain *Beechey*.] If you will let two of your most experienced pilots come over to-morrow, I shall put some questions to them; and if you will have the goodness to send me your pilotage statistics, I shall be much obliged to you.

Mr. *Knapp*.] The regular returns have been forwarded to the Trinity House, and all we have at present is the totals; the original documents have been sent up to town.

Captain *Beechey*.] Your pilots are compelled to give you returns of their pilotage for the whole year?

Mr. *Knapp*.] We can only give the gross amount.

Captain *Beechey*.] Can you give the pilotage money divided by the number of pilots?

Mr. *Knapp*.] Yes, we can do that.

Captain *Beechey*.] Are your pilot-boats owned by the men themselves?

Mr. *Knapp*.] Yes.

Captain *Beechey*.] Is it a joint property, or does each man have his own boat?

Mr. *Knapp*.] Each one has his own.

Mr. *Thomas Sully*, Commissioner of Pilotage for the Port of Bridgewater.] I have merely to state, sir, that although ours is a very small port, we feel the same grievances as the others, and think we should appoint our own pilots, not only for the river, but further westward. Our pilots complain that, if they fall in with ships westward, they get no remuneration, because they are superseded; and I believe our pilots are competent to navigate as well the Channel as our river. The same principle applies to us which has

21 April 1854.

been urged on behalf of the other ports. I believe I may say that there are not many Bristol pilots qualified to come into our river with safety.

Captain *Beechey*.] Should you like any of your pilots to be examined?

Mr. *Sully*.] Yes.

Captain *Beechey*.] How many pilots have you?

Mr. *Sully*.] Seventeen altogether; but not more than five or six with boats suitable to go to the westward.

Captain *Beechey*.] Then you divide your pilots into classes, inside and outside the river?

Mr. *Sully*.] Yes.

[The Court then adjourned till the following day.

22 April 1854.

Saturday, 22 April 1854.

Mr. *Brice*.] BEFORE you commence the proceedings of the day, sir, I beg leave most respectfully to address a few observations to you with reference to the subject matter of yesterday's inquiry; and in doing so I will endeavour to couch them in as respectful terms as it has been my endeavour, throughout, to conduct this case on the part of the Corporation of Bristol. I think that, in the first stage of these proceedings, when you first opened this inquiry, I took the opportunity of informing you that I was deputed by the Corporation of Bristol, with a deputation of three gentlemen from that body, and by the Society of Merchant Venturers, of which I am a member, with three other gentleman from that society, to attend you on the subject of this inquiry. The instructions I received were these: I was desired to inform you that their object was, that everything connected with the pilotage of the Bristol Channel should be placed before you in the fullest and most unreserved manner. Having nothing to conceal, and feeling that they were exercising, not a private but a public duty, they were still of opinion that they held certain chartered and statutable rights which it was proposed to impugn, and they were desirous of seeing whether the alleged grievances were well or ill founded. It was therefore our object to give you everything which could facilitate your inquiry, and to make clear either advantages on the one hand, or grievances on the other. In carrying out those instructions, I hope I have not done anything to transgress the bounds which strict duty imposed upon me. If I have, I feel that I shall have committed an error; but I trust that, upon recollection, you will not impute to me any such misconduct. I appeared, sir, as representing the two corporations I have named, and who, as it is evident they could not come before you in their united bodies, felt that the only mode of addressing you would be through me, as their confidential adviser and representative. I therefore appeared before you as the representative of those bodies, and, in a minor degree, as also representing the interests of the pilots of this port; and in those capacities I thought that the evidence adduced touching the interests of these parties should be received and tested in the same way as in other courts. Whether I have been at all successful or not in the course I have felt it my duty to pursue, remains to be proved; but I may take the liberty of reminding you, that but for the professional assistance which I, on behalf of the Corporation of Bristol, was able to render, and the previous knowledge which I possessed of the subject, it would not have appeared so clear to you as I trust it now does, what was the object which the promoters of the Swansea Harbour Bill sought to attain, and which, in fact, they have stated before a Committee of the House of Commons, namely, to acquire for themselves that right which they say they possessed in 1791, but which they allege the Corporation of Bristol surreptitiously gained from them in 1807. I think, sir, that if I had not been present, it would not have appeared so clearly to you as I trust it does at present, that that allegation is  
entirely



22 April 1854.

entirely unfounded, for by the Bill of 1791 the Commissioners of Swansea never had any power in the Channel, and therefore that their present claim is based upon an usurpation of the chartered and statutable rights of Bristol. I think also that there is another fact which would not have been so patent as it now is but for me, and that is, that it is proposed that the coasting and Irish traders shall be subject, under the Swansea Bill, to charges for pilotage from which they are now altogether exempt. I trust that, having drawn the attention of merchants and shipowners to this fact, they will pursue the subject, and if I have also succeeded in enlightening you, sir, upon the subject, I shall feel that my exertions have been well repaid, whatever may be the result of my future proceedings. I would also take the liberty to remind you, sir, that on commencing the proceedings of this inquiry, you thought it right to lay down the rule that the witnesses on both sides should be excluded, including Captain Drew, the haven-master, who attended to assist me on behalf of the Corporation of Bristol. I thought it right, then, to say that we had nothing to conceal; that we were perfectly willing the inquiry should be as public as possible; that it should have been held in the presence of the public, either in the Guildhall or the hall of the Society of Merchants; that all we wanted to know was, whether the allegations brought against us were well or ill founded, and that I might have an opportunity of testing the evidence adduced, and ascertaining whether it were or were not erroneous. With that object, and that object alone, I sought the assistance of Captain Drew, the haven-master. You laid down the rule, however, and I submitted to it, that all parties who were to be called as witnesses should be excluded; and it was not till it was proposed to call as witnesses some gentlemen who had been present during the inquiry to which they were to speak, that I ventured to ask the question whether in effect an advantage which had been denied to Bristol was to be conceded to other places. To my great surprise you inquired who I was, and why I was here; you also intimated your intention of excluding me, and added, to my deep mortification, that the course I was pursuing was prejudicial to the case I had been instructed to support. When I heard those remarks fall from you, sir, my first impression was to throw down my papers and to withdraw, but I thought it better to reflect for a few moments, and to endeavour to recall anything I might have said calculated to give offence, or to retract any argument I might have used, couched in other than respectful language, and with due deference to yourself. I think, however, that such was not the case, and I am confirmed in that opinion by the gentlemen on whose behalf I acted. Under these circumstances, I have only to say that if, during the progress of this inquiry, I have given you any personal offence, I am anxious to withdraw it. What will be my subsequent course will very much depend on the course taken by other parties. I shall feel it my duty not to desert the interests which have been confided to my care, and with your permission I shall remain and watch the case as it proceeds on the part of the Corporation of Bristol. I may also think it right to put a few facts before you, but I shall not address you on the part of the Corporation of Bristol, or say a single word in the conduct of the case, unless it should appear to me that the interests of Bristol are being prejudiced, or that there is anything which my local or legal knowledge might bring more clearly to your mind. Then, sir, I shall trust to your indulgence to hear me. In the meantime I have stated the course which I shall take, which is one to which I am entitled, not as of favour, but of right. I will only add, that if I had been excluded it would have been a most unusual course; and that if you had exercised your power, I believe it would have led to another and a public inquiry, by which we should have been willing to be bound, and which would have been free from the course which you proposed to adopt yesterday. I appear, sir, as I have said, only for the Corporation of Bristol, and therefore I have not offered any apology on behalf of the gentleman who represents the interests of the pilots upon this occasion. Whether they have done right or not in appearing in this inquiry is a question which I will not undertake to decide; but it cannot be concealed that all their interests are at stake, and I will say, that when their characters are assailed, and their means of livelihood in jeopardy, they ought to have the same opportunity of appearing which I claim on behalf

23 April 1854.

of the public. In conclusion, I will only hope that I have said nothing to call forth any abiding expression of your displeasure.

Mr. *H. Brittan*.] Permit me, sir, to add to what has been stated by Mr. Brice, that I have been most anxious throughout these proceedings to treat you with the utmost respect. If, sir, by an infelicitous expression, I have given pain to yourself, or to any other gentleman, I deeply regret it, for I am the last man willingly to inflict pain, especially to a gentleman in your position, and the first, if I have done so, to retract it. I have endeavoured hitherto to conduct this case with the greatest respect to yourself, and I hope, as Mr. Brice has already said, that if any expression I have used has given pain to you, that pain will be now removed, and will not at all prejudice the case of my clients.

Captain *Beechey*.] I have, I can assure you, not any feeling in the matter. I have not taken any offence at anything that has been said here; but I did not expect, when I came here, to find two legal gentlemen; one the representative of the authorities of Bristol, and the other of the pilots of the port; and if I had been aware of it, I should certainly have been provided with legal assistance. The objections taken yesterday to the Newport Commissioners I considered to be unnecessary. When it was proposed to exclude the witnesses in the morning, I was not aware that any objection was taken by Mr. Brice, until it appeared that his own witness was to form part of the excluded. If that course was generally approved of in the morning, I am sure it was right; and with the desire of doing what was right I adhered to it. With respect to the Newport Commissioners being excluded, I thought it was a stretch of the rule, and by the same rule I must have excluded the whole of the pilotage authorities, and the Corporation of Bristol, who had been present during any part of the examination. For instance, Mr. Brice could not have been present if the rule had been strictly carried out, because he is one of the pilotage authorities of this port, and he could not have been a witness if he were allowed to appear as the advocate, but could only have called witnesses and examined them. Therefore I did think it was rather a stretch of the principle laid down in the morning to attempt to exclude the Newport Commissioners. I am not aware, in coming here, that it was proposed to impugn the pilotage.

Mr. *Brice*.] No, clearly not. What we thought was, that it was proposed to impugn the authorities of Bristol, and that you came here as a mediator or judge between the contending parties.

Captain *Beechey*.] Then that explains the matter. My commission is not to impugn the Bristol authorities, or any one else. It is to make an inquiry into the pilotage of the Bristol Channel that it is hoped will be beneficial to all interests, and to do it in the most liberal and open manner; and if I am not legally right in the course I pursue, I hope at all events that I am guided by common sense. As we have gone so far, I think it unnecessary to have legal assistance now; but if I had seen the position I am in before the inquiry commenced, I certainly should have done so. With regard to what I said yesterday respecting the exclusion of Mr. Brice, I think I have been a little misunderstood. What I said was this; he was taking legal and technical objections to the examination of certain persons, which I did not feel myself competent to decide on, and I referred, perhaps rather more hastily than I should have done if it had not been for the remarks which had been made, to the excluding of gentlemen from the room who were not here officially as Commissioners of pilotage. Mr. Brice, however, is one of the Commissioners, and therefore those remarks could not have applied to him. I have also, certainly, to acknowledge the assistance of Mr. Brice yesterday, in pointing out the new powers contained in the Swansea Bill, but at the same time it appears from the bye-laws that coasters are not now exempt from pilotage to Swansea.

Mr. *Thomas*.] I dispute Mr. Brice's doctrine.

Captain

Captain *Beechey*.] Are coasters now exempt, I may ask, going into Swansea?

22 April 1854.

Mr. *Thomas*.] No, not by the Bristol Act, we say.

Captain *Beechey*.] I don't wish to discuss the legal powers of the Act; but it does appear, from the Bristol Act, that coasters and Irish traders to all the ports and creeks in the Channel are exempt from pilotage. And if Bristol is under the government of that Act, and there is also no local Act for Swansea, Bridgewater, or any other ports independent of the Bristol Act in this respect, it is difficult to say that these vessels are not now exempt from Swansea rates on going into Swansea Docks. I don't give any decided opinion upon the subject; but at the same time I have to acknowledge the assistance of Mr. Brice in looking out the several clauses of the Act, and to add that I have not taken any personal offence at anything that has been said here. I hope the investigation will go off amicably and to the satisfaction of all parties; and the remarks I have made to Mr. Brice will apply equally to Mr. Brittan.

Mr. *Pope*, Master of the Society of Merchant Venturers.] As a corporate body, the Society of Merchant Venturers could only appear here by their clerk or solicitor. We number, sir, about 60 or 70 persons; and we came to the conclusion to have a deputation in conjunction with the Corporation of Bristol, represented by Mr. Brice, whose local knowledge and legal abilities were so well known to us. It was done, among other things, to save time and to promote the objects for which you came down, which we understood to be to act as a mediator between contending parties.

Captain *Beechey*.] I could certainly have wished that you had not been represented by a legal gentleman. I should have had legal assistance myself if I had been aware of it. You see I am opposed by two legal gentlemen; and if they are to take objections, it may put me to a disadvantage.

Mr. *Pope*.] We entirely waive any such objections. All that we want is, a full and fair inquiry.

Captain *Beechey*.] Well, then, we now perfectly understand each other, and we will proceed with the business.

Mr. *Clegram* (Gloucester).] I have some of the returns you asked for the other day, Captain Beechey; and the others I will apply for, and forward to you. The average receipts per man of the Gloucester pilots for the year 1853, amounted to 137*l.*; the largest receipt of any one man in the same year was 272*l.*; the smallest receipt of any one man in the same year, 60*l.*; the number of apprentices, five; the number of vessels piloted in the year and their aggregate tonnage can only be procured by applying to the Trinity House.

Mr. *Latch* (Newport).] We have a pilot here now, sir.

Captain *Beechey*.] I suppose Mr. Brice will not object to the Commissioner for Newport examining his own pilot.

Mr. *Brice*.] I shall not attempt to dictate to you, sir. My object is not to catch you, if I may be allowed the expression; I waive all technicalities.

Mr. *Knapp*.] I should prefer leaving the pilot in the hands of Captain Beechey; but I should object to any cross-examination.

Mr. *Brice*.] I shall not ask him a single question.

Captain *Beechey*.] It is not my office to draw out evidence in support of what you have stated.

22 April 1854.

*William Anstice, Examined by Mr. Knapp.*

472. WHAT time have you been employed as a Newport pilot?—Seventeen years; I was the first pilot that was ever made in the port of Newport.

473. During that period has any ship, while under your command, met with accident or damage of any kind?—Not anything worth notice. Under Divine Providence I have been prevented from doing 5*l.* worth of damage. I refer to my Sub-commissioner, Mr. Phillips, for my character.

474. Have you ever, while in the discharge of your duty, had to continue onward beyond the limit of Rumney river?—Frequently; I have been down at night-time with heavy ships, and when we have come down Rumney river and could not obtain a pilot, sometimes I have anchored the ships, or sometimes pursued on with them to Lundy or Ilfracombe.

475. State what the wish of masters knowing you, and arriving at nightfall, would be. Would they desire you to proceed on, or to anchor?—In most cases they would wish to proceed on and moor the ship if there was a fair wind, instead of anchoring; and, secondly, it makes a vast difference sometimes by saving a tide.

476. Do you consider it would be any advantage to the Newport trade to allow the pilots to go further west?—I think it would prevent much unpleasantness and risks, when we get out and into the water above the Holms. If we had encouragement to go to the westward we could proceed right on to Newport docks, and save a fortnight or three weeks sometimes.

477. Are you well acquainted with the navigation of the Channel down to the Holms and Lundy?—Yes; I have been down to Ilfracombe and Lundy as much as most people, I think.

478. Do you consider the navigation from the Holms to Lundy particularly intricate or dangerous?—I should say to a stranger it would be, but not to a man who has been in the Channel two or three times.

479. Under the present system you are only pledged to go as far as the Holms; why do you proceed further west in seeking for vessels?—We go down in the hope of getting a ship without a Bristol pilot, and we frequently do so.

480. If the law should be altered, and it should be optional with the ships whether they should take a pilot between Lundy and the Holms, would you still go?—Yes, it would be our interest to go; we should have a better chance, and if our boats were not large enough we should get larger.

481. In proceeding with ships when no Bristol pilot is to be got, do they insist on your going on to Lundy?—No, frequently at Naas they get rid of us.

482. What is the size of your boat?—About 34 feet keel; I should say about 18 tons; I have tried her in all weathers.

483. Could you, under ordinary circumstances, cruise as far as Lundy?—Yes.

484. If you should be allowed to cruise as far as Lundy to the westward, should you have a larger boat?—Yes, directly.

485. Do you feel, that under those circumstances you would be prepared to compete with the best men in the Channel?—Yes; I don't think I should be far short of it, as I am at present.

486. I have heard, as Sub-commissioner, a great many complaints of the Bristol Channel pilots, but I won't go into that, as it is a private matter.—(To *Witness*.) When you get on board, do you make a signal?—Yes, I always make a practice of doing so.

487. Do you recollect a case very recently of a ship bound from London to Newport with a London man on board?—Yes, I boarded a ship of 1,200 tons a day or two ago. There were no Bristol Channel pilots at hand from the west of Naas Point and Ilfracombe. I did not see one. I continued with her up to Newport without falling in with a Bristol Channel pilot.

488. Under general circumstances, would it be possible or likely for Newport ships to meet with the Bristol Channel pilots without delay?—It is very seldom we do meet with them, and not at all frequently at night-time.

489. You speak of raking ships out of Newport at night-time?—Yes, more especially since we have had such a trade at the port.

490. Under those circumstances, going out at night, do you think it would be dangerous to bring to an anchor and wait for a pilot?—I think it would; it would be only safe to the westward of the Holms.

491. Is

22 April 1854.

491. Is that a safe place to anchor?—It is not a very safe place; but I should run the risk of losing the ship, as we are under a heavy penalty if we go beyond.

492. Do you consider that the pilotage of the Usk requires a continued practice to be made acquainted with the set of the current?—I do. It requires practice, more especially in Newport; there are some little intricate things which belong to us especially, and which take time to know.

493. (By Mr. *E. Drew*.) Did you ever know of a Bristol pilot offering to go down with a ship, and being refused by the captain?—I have most decidedly.

494. How did Morte Point bear from you when you boarded that ship of which you have spoken?—S.S.E.

495. How do you know that a Bristol Channel pilot had not spoken to that ship?—I am not accountable for what was done before I was on board. I did not say that a Bristol pilot had offered his services and been refused; it is possible he might have done so.

496. Do you know, of your own knowledge, that men are employed continually to come round from London to Newport with ships?—They do do it.

497. What do they do it for; is it to protect the ships?—That is not for me to know; there are dangers in the way, it may be, in the Bristol Channel.

498. Did you ever know, of your own knowledge, a captain of a Newport ship applying for a Bristol pilot and not getting one?—I have known pilots refuse to go and take charge of a ship, though the captain was anxious to get one.

499. Does your memory serve you to tell what that person's name was?—No; but Captain Parfitt can tell.

500. Do you know the reason why the pilot refused to go on board?—Because it was a dark night and a light ship.

501. (By Captain *Beechey*.) How far down the Channel would your boats go if it were arranged to extend your present limits?—We could to Lundy Island if required; I should say to Lundy Island.

502. Do you think it necessary to go as far?—In some instances, when the wind is west, a pilot's services would be more useful in piloting down the Channel.

503. Why do you go as far as Lundy Island now?—With the hopes of getting a ship bound to Newport and bringing her up.

504. Do you think it necessary to go as far as Lundy?—If it was left to me I should say it was quite necessary.

505. Your boat, you say, is not large enough, but you say you would increase her?—I would; she is a very nice boat though, now. If I was allowed to go as far as Lundy I should have one about 35 tons.

506. Are you the sole owner of that boat?—Yes.

507. Do you take any other pilots to sea in your boat?—No.

508. What is the cost of such a boat as you have described?—About 300*l*.

509. If you went out less with that expenditure, should you be remunerated?—I think so. We are at heavy expenses now, and it would only require one more man. We have a man and an apprentice now.

510. Are you obliged to take an apprentice?—We are not obliged by law, but we do it for our own service, and I think it necessary.

511. Do you think it necessary a man should serve an apprenticeship in the Channel?—I do think so.

512. How far down the Channel would you make him serve his apprenticeship?—I think he ought to know all to the east of Lundy Island.

513. If ships were not to expect to find pilots before they came up to the Holms, where would be a convenient place to pick up?—Penarth Roads, I should think.

514. For a stranger?—No, not for a stranger, I should think. If boats were stationed at the Holms, boats would be there.

515. Would it be safe for a stranger to bring up at night-time below the Holms?—No, I think not.

516. How far do you think a stranger might run with safety?—I think he might run as far as Nash Lighthouse with safety.

286.

H 3

517. Do

22 April 1854.

517. Do you know whether ships ever get upon the Scarweather?—Not to my knowledge. I never heard of any for many years.

518. Do you think the pilots could hold their ground off Nash?—Oh, yes. It must be a very heavy gale if they could not.

519. What is the nearest point to the shore, supposing they wanted to land, or to get fresh pilots?—Little Barry.

520. Barry Island is about a mile from One-fathom Bank, is it not?—Yes, it is. There is the Bay of Porlock on the south shore, where they are making a floating harbour, which would be a good place for pilots by and bye.

521. If you were bringing a ship out of Newport, can't you enter into Penarth Roads?—It depends upon the draught. We can bring out ships of 21 and 22 feet draught; 21 feet draught is quite common with us.

522. Don't you think Penarth Roads are safe for ships of 21 feet?—I should think them more safe in the Holms than Penarth.

523. What part of the Holms?—W.S.W.

524. What is to prevent your running a ship out into the open Channel if you meet with no Bristol pilot?—Nothing; I can run her out as far as the law will permit.

525. Then where is the grievance?—As soon as we get out of Rumney river we are told we must not go further.

526. That is only in the case of your meeting another pilot?—Yes; we frequently do run out.

527. You stated that a ship could run from Lundy; if the master did not feel himself competent to take the ship, and if he did not meet with a pilot, do you think he would take the ship on?—Yes, I think he would.

528. What should ships do if the master did not feel competent?—The first thing would be to signal for a pilot, and if no pilot came, I should advise them to anchor off Ilfracombe.

529. Do you think a stranger would stand into Ilfracombe?—If he could not get a pilot on board.

530. What would be the wisest course for a man to take under those circumstances?—If he went east, and was not able to road, I should anchor my ship or tack out by Lundy, and hang out till I could get a pilot.

531. Suppose he is running up with a west wind, on the first of the flood, and dirty weather, what should a stranger do if he did not meet with a pilot?—I should run to Ilfracombe, and if not, round to Nash, and if not there, for the Holms Islands.

532. Would you, as a stranger, run to the Holms in such weather?—Rather than leave her there.

533. If it is not safe to hang a ship off Nash Point, and it may happen that no pilots would be there, is it prudent for a stranger to run as far as Nash Point?—I think so; he must do it, or anchor there.

534. Would a ship hold on there?—It must blow very hard if it would not.

535. Do you think it safe to drop anchor as far down as One-fathom Bank?—Yes; close in under there.

536. Do you think a stranger could take up her berth there?—Yes, if he goes by his chart and soundings. I think the lead, in this Channel, is the best thing a man can use.

537. Do you think strangers are acquainted with the tides of this Channel?—I can't say that they are, but the books give them every information.

538. Do they know whether it is flood or ebb tide?—Yes; but not the strength and direction in which the tide sets.

539. Are they likely to be thrown out of their course by the tide?—Oh yes.

540. In what part of the Channel does the tide set across?—I should say from Swansea to Bridgewater.

541. Does it set from Swansea to Minehead, and from Minehead to the Nash?—Yes.

542. Then if they get coming up towards the Scarweather, with the tide setting towards the shoals?—The book of directions would give them timely instructions.

543. Do you think it necessary for a man coming up the Channel to know how the tides run?—At most times they should, but at other times it is a matter of indifference; generally, it ought to be known.

544. You

22 April 1854.

544. You said that the ships you fall in with seldom have Bristol pilots on board?—No; most of our trade is from London and Liverpool.

545. What part of the Channel would that be?—At Ilfracombe and Barry Island.

546. Do you frequently find them as far as that without a pilot?—Yes, they say sometimes that they have been looking out for pilots.

547. Do you find ships try to get out of the way of the pilots?—Not always; they are very glad to get them sometimes; that is, the mere strangers.

548. Perhaps it is only in fine weather that they wish to avoid the pilots?—Some who have been before do it in bad weather, to save the money.

549. Do you think masters of ships would take advantage of passing an examination for the pilotage of the Channel, if those were allowed to be exempt from pilotage who were found to be acquainted with the navigation? Would there be many equal to pass, and do you think they would avail themselves of the examination?—I think there would be very few of them found equal to pass, for they are birds of passage, and go from London, and here and there. It would be only in a few instances, where there are fixed captains, that they would pass. I think only the masters of their own ships would do so; it would not be worth while with strangers to do so.

550. Does each of your pilots have his own boat?—Yes; it always goes with the ship.

551. Could your pilots sail by themselves for the outer Channel?—I think most of them are qualified down as far as Lundy; most of them; but not into Swansea Bay. All of them could go into Bristol up the river, but not to Gloucester. Some of them are acquainted with Bristol as well as the Bristol pilots; they were bred and born there.

552. Do any of your pilots take ships in the Mumbles Roads?—Generally they know the roads; they can move a ship up there if required; I know them myself pretty middling.

553. Do you know Cardiff and the Bute Docks?—Yes, we could soon qualify for them.

554. Then, except Gloucester, do you think your pilots could soon qualify for all the other ports?—Yes; I should not like myself to meddle with the intricate navigation of Gloucester.

555. Does it require any particular knowledge of the tides at Newport to take ships out?—Yes, they must know the set of the tides.

556. Is it necessary to know the rise and fall of water there for ships to go with safety on the ebb tide from Newport?—Yes.

557. What would be a good place to meet a pilot, supposing you were free from compulsory pilotage, and it was necessary to have a pilot to take you out?—I should say, when we are below the Holms and had cleared the One-fathom Bank.

558. Suppose you were to make Barry a station, do you think it would be convenient?—It is a very nice little harbour.

559. Is it not a dry harbour?—Yes; there is about two hours or two hours and a half flood.

560. Is there not a very strong tide runs outside Barry?—Yes, there is.

561. Is it necessary that your boats should go down with the ships?—Yes, we are expected to do so.

562. Tell me why?—I can't leave the ship unless I have a boat with me.

563. Are you aware that it is not so at Liverpool?—I am not; it is many years since I was there. There may be instances where we could land at Ilfracombe, or get on Lundy Island, but there would be a risk of our not getting off.

564. Suppose boats were cruising off the Helwicks, off Minehead, as the Liverpool boats cruise off Lymas?—Then there would be no necessity for carrying our boats with us.

565. If your pilots had several such boats, each man paying his share, you could do the work cheaper?—Yes, much more so.

566. Do you think a man could soon qualify himself for your part of the Channel, up the Usk?—It would take time to do it.

567. What time?—It would require at least 12 months' experience, and then he should be a man of talent. Besides the docks, there are some difficult berths below and above the docks, close up to Newport.

22 April 1854.

568. Is there any stopping place in the river, before you get to Newport?—Only some place at Pwllgwenlly. There is a place called Bridgewater Man's Reach.

569. Do large ships stop there?—No, not if they can avoid it.

570. The difficult part seems to be the berthing of ships up at Newport?—Yes, and knowing the water.

571. You could always board a ship going up to Newport?—Yes.

572. If you meet in the river you can board at any time, and any part of the river?—Yes.

573. If a general pilot of the Channel were to bring up to Newport, and if he did not know the berthing of the docks, he would be sure to meet a pilot to assist him?—I think so.

574. Vessels going from Newport up to Gloucester, which way do they go?—Round the S. W. patch. We come out with the ebb tide, and steer by the S. W. patch till the flood tide.

575. Could you anchor there?—Yes.

576. Have you ever gone that route yourself?—Yes; before we had docks at Newport we used to go there to fill up our cargo.

577. Where do you meet the Gloucester pilots?—Between the Nash Point and the Holms, and sometimes down at Ilfracombe.

578. Is Minehead a place that the pilots could land at at most times?—Yes, at most times, except the wind was north or east; but, generally speaking, they could. I consider it is out of the way, though. Porlock Bay is a much better place when the floating dock is completed.

579. You could not run into the floating dock, could you?—Yes; it will be open every tide.

580. Suppose you had pilots stationed there, is it a convenient place for ships to heave-to?—No place more convenient. There are shoals at Minehead, and some just before you get to Porlock, but nothing to care about. There is no better place in the Channel, I should say.

581. Do you know by your soundings when you are approaching the Fathom Bank and the Culver?—Yes; but I think the soundings not sufficient to keep clear of the Culver if a man did not know where he was. I should say soundings were but of very trifling use to a stranger.

582. What were your earnings the last year?—The last year, I think about 150 *l.* or 200 *l.*

583. Is that clear, or are the expenses to come out?—There are very heavy expenses to come out. I should think the expenses of the man and boat are at least 80 *l.* a year.

584. You have one man and a boy?—Yes.

585. And their expenses and the repair of the boat, you think, is about 80 *l.* a year?—Yes.

586. And your earnings?—About 150 *l.* to 200 *l.*

587. Have you sent in any return of your earnings?—Yes, we do so every month.

588. Have you added them up?—Yes.

589. Your earnings then are from 150 *l.* to 200 *l.* a year, and out of that you spend 80 *l.*; is that large expense occasioned by the boat?—Yes; we have some very fine boats, equal to any in the Channel. I had the pleasure of beating one of the Bristol merchants' yachts last summer for 100 guineas.

Mr. Knapp.] I have one or two more questions to put by way of explanation.

590. You stated that in your opinion the principal difficulty in the Usk to a stranger would be the berthing of the vessels; is there any in-running from the Holms to the mouth of the river?

Captain Beechey.] My question applied only to the river.

591. (By Mr. Knapp.) What is the ordinary tide in the river?—Thirty-one or thirty-two feet; I have known it forty-eight. If a ship grounds on the bank she is often lost; the bed of the river consists of hard stone in some places, and sand in others.

592. A stranger that had sufficient skill to bring his ship into the river, would he require some assistance?—Oh, yes.

593. How



22 April 1854.

593. How many ships at one time have you seen lay on the banks of the river, when the docks have been crowded?—I think I have reckoned 14 sail.

594. What do you mean by strangers; a man who had never been in the Channel before?—I mean a total stranger to the Bristol Channel.

595. Did you ever know a case of a man coming up with a ship, deeply loaded, as far as Kingroad without any pilot?—I have.

596. Do you recollect the "Sarah Emma"?—Yes; she is 1,150 tons register, I think, and her draught about 22 feet.

597. Do you think the captain of that vessel, under ordinary circumstances, could bring his ship right up, without a pilot?—I do.

598. Do you know any other masters out of Newport qualified to bring up to Kingroad?—I won't say to Kingroad; but several captains would up to the outside of the river, nearly equal to what I am myself.

599. Do you anticipate any difficulty in qualifying the Newport men for the Channel pilotage?—No; I think that with a very little experience they would be quite competent.

600. If you were paid under no circumstances further than Nash Point, and you went 10 or 12 miles further west, do you think there would be any inducement to go out?—Yes, the first man who got on board would be the pilot when he got to the Nash Point.

601. You have been questioned as to whether several pilots in one boat would not lessen the expense; now if the wind has been a long time to the east, and there came a sudden change of wind, and a large fleet, say ten or a dozen ships came up, if there were two boats with these pilots in them stationed off Lundy, do you think the ships would be supplied as quickly as if each pilot was in his own boat?—No, sir.

602. Would three ships possess any advantage over one boat?—Yes.

603. (By Mr. *E. Drew*.) Can you give me the name of the captain of the "Sarah Emma"?—Captain James Price.

604. Did he know the Bristol Channel well?—Yes, for many years; from a child.

605. (By Captain *Beechey*.) When you come up from the Holms to Kingroad, what is your plan?—I should shape my course to the light ships, and I should like to have an hour, or an hour and three quarters' tide.

606. How do you keep clear of the English grounds?—I should make the Holms light, and start up east from the north, and then I should endeavour to come and get into the deep water above the grounds.

607. Do you consider that safe, if a ship is coming up?—Yes, if it is a flowing tide.

608. If you don't see the light-ship, what then?—I should follow my soundings up after the English grounds, and start up about east, getting between the Flats and the sets of Walton Bay.

609. Do you think the master of a ship could do that, who did not know the Channel?—No; I should think a man in the habit of using the Channel a twelvemonth may learn.

610. Do the Gloucester pilots know that plan, do you think?—I should think they know every part of it well.

*Henry Ray, Examined by Mr. Knapp.*

611. HOW long have you been acting as a Newport pilot?—Between nine and ten years.

612. What has been your general cruising ground during that period?—In different parts of the Channel, down as far as Lundy westward, but mostly between the Holms.

613. Do you frequently go westward of the Holms?—Yes.

614. In the course of your experience have you ever, when off the Holms, found it necessary to take a ship to the Mumbles?—Not a large ship.

615. Are you acquainted with Swansea Bay?—Perfectly so.

616. Sufficiently so to take a ship in under any circumstances?—Yes.

617. Is there any distinction in the tide at Newport?—Yes.

618. Are ships ever taken out at nightfall?—Very frequently.

619. If you get down to the Holms, and it is thick weather, do you think it would be prudent to bring to an anchor?—I should think it would endanger the ship,

22 April 1854.

ship, particularly if there was a strong tide ; it would be very dangerous to put back also, and wait for a Channel pilot.

620. Have you ever known the circumstance when it was too dark or otherwise to obtain a Channel pilot?—Often ; I have been obliged to go by the captain beyond the Holms, or further westward. Not three months ago a captain obliged me to do so.

621. Do you think it would afford greater satisfaction to masters if you might go as far as they desired, and that it would facilitate trade ?—I do.

622. Under present circumstances, in case there were a heavy penalty on you if you went further than the Holms, how do you think it would operate upon the ships?—I should say there would be some losses then, for what could the masters do if they were strangers?

623. Why is it now, your district being the Holms, that you go further westward?—We get out there, because the first that gets the ship claims it. It is our work.

624. If you were not paid at all for any work done to the west of the Holms, would you still take to cruising below ?—Certainly ; there is an advantage by being ahead of our neighbours, and it is customary to have the pilotage out of Newport which we take in.

625. What is the size of your boat ?—I don't exactly know the tonnage ; she is thirty-two feet in length.

626. Have you ever been out in rough weather ?—Oh, yes, the most desperate. I am able to compete in my boat with any weather.

627. If you were allowed to go as far as the Nash Point, would you still cruise the same ?—Yes, to see which would first get the ship.

628. If the Gloucester, and all the other pilots, had the privilege of going, and were only paid a certain stage till they were superseded, do you think there would be a desire to congregate at Lundy?—I often do it now. I go on board, and when the Bristol pilot comes I give the ship up to him, and am paid the distance. I brought one up to Bristol the other day with a jack flying.

629. Do you consider the navigation from the Holms to Lundy particularly difficult?—No ; there is only one thing, the One-fathom Bank. I have often known shipmasters bring up ships to Penarth or Bristol, ships belonging to Bristol.

630. Did you ever know the case of a stranger coming into Penarth Roads without a pilot ?—Oh, yes, often ; very often.

631. Do you think that ships, the majority coming into the Bristol Channel, would take a pilot if one offered between Lundy and the Holms, or would they run the risk of coming up with nobody ?—Some will bring them up themselves, and some are willing to take us on board.

632. Do they say that they object to the imposition of having to pay distance-money ?—Oh, yes ; they have told me they are quite competent themselves to bring up, and that they did not want us till they come to our district.

633. Under those circumstances, would you go on board, or cruise farther ?—If it is a faster sailer than our boats, we ask the captain to give us a passage, but if not, we keep up with them ; and we should go on board to secure the ship when she is in our district.

634. (By Captain *Beechey*.) What vessels were those you spoke of as having been brought up to Penarth without a pilot ?—Americans.

635. Had the masters ever been there before ?—Not to my knowledge.

636. What was their tonnage ?—I should say from 700 to 900 tons register.

637. Under what circumstances did they come up as to weather ?—I have seen them in fine and bad weather come up there, and bring to an anchor.

638. Do you think ships can always do that in Penarth Roads ?—I think so ; if they attend to keeping her head right, and so on.

639. Can't they take them up as far as Newport ?—Well, perhaps they could, but the ships would take the ground there ; you can't get into the dock till high water.

640. Would they not get aground ?—Yes.

641. Could they not get a pilot there, at the mouth of the Usk ?—They could.

642. If a man can take his ship up to Penarth, can't he up to Newport ?—Yes, he may, but it is a more difficult passage to get over.

643. If he can't keep clear of shoals, he can't keep clear of the Fathom Bank ; but then by his chart he would see that, and by the same at Newport, he would

see

see where the flats lie, would he not?—That is a question I can't answer; there is a narrow passage up to Newport, and scarcely any water until the tide is at a certain height.

22 April 1854.

644. Is the channel very narrow?—Not if there is sufficient water over everything.

645. You think a stranger then can't take a ship up to Newport?—No; I should not recommend him to.

646. Is there any danger between the Culver and the One-fathom Bank?—None than I know of.

647. Do you know a bank to the south-west of the Flatholms, about a mile off?—Not without it is the Culver Bank; I don't know of anything else there.

Captain *Beechey*.] Well, I think it is time you pilots did know of that bank I say it for your information generally, that there is a very dangerous bank there, with only nine feet of water on it at low water.

Mr. *E. Drew*.] I am quite aware of it; and I believe you will find that our Bristol pilots all know of it. It was discovered, I think, about three or four years since.

*Ray's Examination continued, by Mr. E. Drew.*

648. You are a Bristol man, are you not?—Yes.

649. And you obtained your knowledge of the Channel in the Bristol skiffs?—Yes.

650. What is the name of the Bristol ship you brought up with the jack flying, and which was not able to get a Bristol pilot?—The "Rowe," I believe; she was from New York; I boarded her close down to Lundy.

651. Had she a jack flying then?—Yes.

652. Do you know that no Bristol pilot had offered his services?—I can't tell that; I got into the Bristol river with her, and had passed over the Swash, and then young Gilmore and another came out to her.

653. What time of the year was this?—About three or four months ago; it was the last voyage home which the vessel made.

654. Did you pass any Bristol skiffs?—Yes, going down.

655. Had you ever a jack flying when any Bristol skiff passed you unheeded?—No, except the skiffs we saw going down with ships; I did not pass any Bristol skiff cruising.

656. Then, in point of fact, you did not get a pilot because you did not meet one?—Yes, that is it.

657. (By Captain *Beechey*.) What hands have you for your boat?—A man and a boy.

658. What do they cost you?—About 25 s. a week.

659. What does the repair of your boat stand you in?—She is new at present; I should say the wear and tear was about 30 l. a year.

660. Do you have an apprentice?—Yes, one.

661. What does he cost you?—I find him in clothing and food.

662. Is that the boy you have alluded to?—Yes.

663. What were your receipts for the last year, 1853?—I should say about 150 l.

664. Do you pay income tax?—Yes.

665. What did you get in 1852?—I don't remember.

666. Is 150 l. about the average?—From 150 l. to 180 l.; sometimes it is upwards of 200 l.; I have myself earned as much, but the general run is from 150 l. to 180 l.

667. If you were allowed, could you take a ship up to Cumberland Basin?—Yes.

668. Could you take it up Gloucester?—No; I am acquainted with Gloucester, but not well enough to take a ship up; a man should see the tides there every neap-tide to see the difference.

669. As to Swansea?—Swansea I should have no objection to take a ship to at any time.

670. Into the docks?—Yes, I could take her in there.

671. Could the pilots in general from your place do that?—Yes; I know nothing to the contrary.

286.

I 2

672. If

22 April 1854.

672. If you were at Lundy and met a ship in the night-time wanting a pilot to run up to any port of the Channel, could your pilots do that, or do you think they could soon qualify themselves for it?—Yes, I should say so.

673. For instance, suppose you are off Lundy and meet a vessel in the night-time coming across you, without a Bristol or Swansea pilot, and that the master would wish to avail himself of your services, could you take the ship up with safety to Kingroad or Penarth, if required?—Yes, to any port of the Channel. I have taken ships myself up to Bridgewater.

674. Do you know the turning there at Bridgewater?—Yes; it is a difficult place there, but I know it well.

675. Can you always board ships off the Nash?—Yes.

676. Would it be safe for a stranger to beat about there for a pilot?—Yes, as long as he keeps to the westward.

677. But could he do so?—Yes, I think so.

678. If he arrives off the Nash on the first of the flood, could he keep off the Fathom Bank?—I should say he could.

679. Do you know Porlock Bay?—Yes, very well.

680. Can you always land above there?—Yes.

681. Can boats lay there always?—Yes, I think so.

682. Is it a place where ships could always run and pick up a pilot?—I think it is.

*James Press*, Examined by Mr. *Sully*, Commissioner of Pilotage for Bridgewater.

683. ARE you a licensed pilot for the Port of Bridgewater?—Yes; I have been one for eight years.

684. What is the extent of your limits?—Gore Barry and Milstock.

685. Do you ever cross to the westward of it?—Yes; we sometimes go to Lundy and Ilfracombe, and about that way.

686. Has the foreign trade increased since you have been a pilot?—Oh, yes, a great deal.

687. Do you happen to know how many foreign vessels entered our port last year?—I think between 60 and 70.

688. What draught ships have you known, on spring tides, come up to Bridgewater?—From the river 20 feet, and to the town 18.

689. That is the extent, is it not?—Yes, from 15 to 17 feet in the general average.

690. What size boat is yours?—Thirty-five feet keel, and I should say about 15 tons.

691. How many pilot boats at present are suitable to cruise westward?—About four now, but we have a great many river boats besides.

692. Do you know whether any of the merchants have sent pilots round to Falmouth by land, to ensure the quick arrival of their vessels?—Yes, I have been round myself. I have complained to the Commissioners myself about the present system. It is my opinion that strangers could run up to Portlock, Minehead and Penarth without the Bristol pilots.

693. If the Sub-commissioners had power to appoint pilots to run out, do you believe it would be an advantage to trade?—Most decidedly it would in time, and likewise in expense, because very often now we do not take it into our heads to go to the west, and if a Bristol Channel pilot finds a vessel bound to Bridgewater, she is left. There was one given up to me by them last month.

694. (By Mr. *E. Drew*.) Do you know the name of that pilot?—The name of the ship was the "Ocean of Bremen," bound to Bridgewater, and the captain told me that himself.

695. (By Mr. *Sully*.) Do you know, of your own knowledge, that the Bristol Channel pilots do not like to take charge of vessels bound to Bridgewater?—Very few of them; not more than three or four.

696. Supposing a Bristol Channel pilot brings a ship up, if it is blowing strong is it possible for you to get out?—I have boarded when the Bristol Channel pilot has been on board, and he has invariably given up to me.

697. (By

697. (By Mr. *E. Drew*.) Do you mean to say that a Bristol Channel pilot has ever given up a ship to you off Ilfracombe?—Yes; and paid me for it. 22 April 1854.

Mr. *E. Drew* (to Captain *Beechey*.)] I am quite satisfied that if such a case were known to the authorities here, it would bring the man under their marked displeasure. This man says that a Bristol pilot gives up charge of a ship to him when he is out of his own water; if so, they are both clearly doing an illegal act.

*Press, Examined by Captain Beechey.*

698. How many pilots are there for Bridgewater?—Seventeen.  
 699. How many of their boats are capable of keeping the sea?—I think four of them.  
 700. What have been your receipts for the last year?—About 110*l*.  
 701. Have you a boat?—Yes.  
 702. Do you go in your boat alone, or with another pilot?—By myself most times.  
 703. What is the expense of that boat to you?—Nearly 50*l*. a year, including the man and boy.  
 704. Is the boy an apprentice?—No, sir.  
 705. Where does the difficulty of the navigation of your channel at Bridgewater begin?—Below the outer buoy of the Gore.  
 706. That includes the whole channel. There is a part higher up more difficult; where is it?—Between Burnham Lighthouse; it is shoaled all through, and nearly dry.  
 707. Is your chief difficulty above or below the lighthouse?—After we get into the lighthouse there is more safety; we are sheltered by the sea there, and by Start Island.  
 708. Do you have any apprentices in your parts?—Not often.  
 709. Were you apprenticed yourself?—I was under the teaching of my father.  
 710. You were not bound apprentice then as a pilot?—No, sir, but I believe it is recommended.  
 711. You say the pilots sometimes go round from Bridgewater to Falmouth; what is that for?—To ensure them saving the tide as much as anything; they go overland to Falmouth, to bring ships round to Bridgewater, generally foreign ships.  
 712. Is that to save the tide of Bridgewater?—Yes, and to avoid all risk, as the Channel pilots don't like to come to the southward.  
 713. Do you mean by that to say that the Channel pilots do not keep the south shore of the Channel?—Not after they come a little above the Foreland; I think they are not very well acquainted with the Culvers, and do not like to come there.  
 714. Do many ships pass the Culvers?—Not many; I saw one yesterday come up there, as the tide had set her in there.  
 715. Do you know Porlock Bay?—Yes, well.  
 716. Can you lay there most tides?—Yes, with a westerly wind; our pilot boats can dodge off and on there, and always keep their ground.  
 717. How far does your knowledge of the Channel extend?—I have brought ships to Kingroad when there has been no Bristol pilot down there.  
 718. Could you do it at all times, if it were heavy and thick weather, without running a great risk?—No; I think most people would concur with me in that.  
 719. What sort of a place is Minehead to pick up a pilot?—Very good, sir.  
 720. How are your boats rigged?—Cutter-rigged and decked.  
 721. If the pilotage were done away in the outer Channel, would you think it desirable to go to the westward and look out for ships in your boats?—Yes.  
 722. You would not ask any more pilotage?—I don't know about that.  
 723. Would you think it worth your while to run the chance of picking them up?—I could not do it on chance.  
 724. Have you any idea what would suit you down to Ilfracombe?—The same as the Bristol boats get.

22 April 1854.

725. That would suit you?—Yes.

726. And you don't think that it would suit you to do it for less?—No, I think not.

727. Your rates have been increased?—Only on the small shipping, up to 120 tons, and a deduction of one-fourth by steam; that is a decrease, and there is a new law now.

728. If you cannot get a ship up to the town of Bridgewater, do you take it up for the same pilotage, or charge money while you are detained on board?—Money while we are detained, in addition to the pilotage; tides money it is called, that is charged if we are required to remain on board.

729. I am speaking of your taking charge of a vessel outside your river; if you cannot get all the way up with her, and you are detained on board, do you have detention money or not?—Sometimes they will lay for eight, or ten days, and then we have tides money, but not for 24 hours.

730. Are the fishing stakes, as they used to be, outside the Gore Buoy?—Yes, they are N. W. about two fathoms below water.

731. Are they not very dangerous to small craft?—Yes, very dangerous indeed.

732. Are there any nets put there?—Yes, in the winter season, from the latter part of September till Christmas, about three months.

733. Are these stakes dangerous to the navigation of your river?—Yes, very often they frighten strangers when they see these piles sticking up.

734. But not if they have a pilot on board?—They don't like them, and they are very dangerous to small craft.

*James McClennan, Examined by Mr. Clegram.*

735. HOW long have you been the master of a ship?—For the last 18 years.

736. How many years have you been in the habit of trading up the Bristol Channel?—I think it is 12 years.

737. Have you always traded to Gloucester?—Nearly always; I have been to Bristol once or twice.

738. Are you well acquainted with the navigation of the Bristol Channel?—I know it pretty well.

739. Do you think it might be safely left to the option of masters to employ pilots or not between Lundy and the Holms?—Why, yes; I think it a tax on me to be compelled to employ one, because in bad weather I cannot get one, and I run up to Barry very often before I can get one.

740. Has it frequently been the case when you have entered the Channel that you have not been able to get a pilot?—Almost always in bad weather. I have almost always run up to Barry without one; two years ago I ran into Kingroad without one, though I had my jack flying all the way up.

741. Can you say whether the masters of vessels agree with the opinions you have expressed?—Yes, it is generally felt by them to be a hardship. We have to pay three pilots to Gloucester; in the first place, we engage some of the hobblers, and having engaged one to run to Kingroad, when we get to the Holms we meet the Bristol pilot, and we are obliged to have him, and after that, then comes the Gloucester pilot.

742. Then you think, as the master of a vessel having had some years' experience, that there would be no risk if it were left optional with you to employ pilots or not between Lundy and the Holms?—I think so. I think the Holms would be a good station for pilots, with liberty to cruise a little further to the west.

743. Having a station at the Holms, would they be any assistance in running up to the Holms?—There would be greater risk in beating about Channel for a pilot, than in running up to the Holms.

744. From your knowledge of the Gloucester pilots, do you think them competent to navigate between the Holms and Gloucester?—Not one of them but is as equal as the Bristol men; they are always below the Holms, and ought to know the Channel, certainly.

745. What:

745. What size was your ship, Captain McClennan?—Seven hundred tons.

22 April 1854.

Mr. E. Drew.] Is this one of the gentlemen who has made a statement before?

Mr. Clegram.] No; I could not get either of those gentlemen here.

746. (By Mr. E. Drew.) When you were running up the Channel with your jack flying, were you in the ordinary course of vessels?—I never was out of the track of Lundy. I never ran my ship into danger to avoid a pilot, and never would.

747. What was the name of the ship which you ran up to Kingroad without a pilot?—The “Thomas James.”

748. (By Mr. Pope.) Did you ever complain to the Bristol authorities of the negligence of their pilots?—I never did. I made an application once to Captain Drew to get another pilot down in the place of one who, I believe, ran my ship aground the Solway.

749. Did you make any complaint then?—No.

750. When did that happen?—In December, about six years ago. If I had had a Gloucester pilot on board that ship, I believe he could have run her up with safety.

751. Does your memory serve you with the name of that Bristol pilot?—No; you will find it in my note to Captain Drew.

752. Why did you not make any complaint to the authorities then?—Because I did not wish to hurt the man.

753. (By Captain Beechey.) Where did you pick up that Bristol pilot?—The Bristol pilot? We hove-to at the Holms, and then went down to the Nash.

754. Where was the wind then?—It was S.S.W.

755. Why did you go back to the Nash?—To bring up; we were bound to Gloucester.

756. Where did you take the pilot?—Between Ilfracombe and Lundy. He said he could not take me any further, and there was but 18 feet of water then, and it was a heavy ship too. She drifted down to Nash, and it came on a dirty night. We had to run into Kingroad, and there she went aground. The Gloucester pilots all say they could have brought the ship up in safety at that time.

757. I understand from you that the masters of vessels would be very glad to be relieved of the outer pilotage?—I would, for one. I think it a great injury to the port of Gloucester to be compelled to take pilots below the Holms.

758. Do you think all masters of ships could bring up to the Holms themselves?—Yes.

759. From where?—Any man with proper charts and books, and so on, may bring a ship up as far as the Holms.

760. Could you bring her up yourself?—I think so.

761. Where would you stand in to the Scarweather with a 700 ton ship?—I can't tell, without referring to the chart.

762. And suppose your chart was burnt or lost?—Then I must do the best I could.

763. Suppose it was thick weather here, what would be a fair place to stop a ship. Suppose, for instance, that the Legislature should devise a station for pilots, higher up than Lundy in the Channel, where would you have it as a safe place to round and wait for pilots?—I think the only place would be the Holms, in ordinary weather.

764. I understood you were drifted down from the Holms to the Nash?—Yes.

765. But you think you could get to the Holms at all tides?—Yes.

766. Well, I have known the Admiralty yacht strike these with all their beautiful pilotage. Suppose you run out to the Fathom Bank instead of the shore, how would you keep clear of that?—I should know by my soundings.

767. Then do I understand from you that you could read from your chart?—Yes. All the pilots I meet with know no more than I do in a little thick weather.

768. Do you think it would be safe to trust the navigation of the Channel to charts?—Yes; and to keep a good look-out.

769. What chart do you use?—I have not used one for two years; I had the last one, when I did, of Tinmore.

22 April 1854.

770. (By Mr. *Clegram*.) I suppose you would propose that the Channel should be altogether without pilots?—Decidedly not; but there ought not to be a compulsory pilotage, except for those vessels that need them.

771. (By Mr. *Pope*.) Do you propose to pay the pilots anything, if it was optional to employ them, and not to take them at all in fair weather?—I leave that to the gentlemen in London.

772. (By Mr. *Clegram*.) Is it not optional in the English Channel before you come to the Cinque Ports?—Yes; if masters of vessels want pilots there they take them, and if not they do not.

Captain *Beechey* (to Mr. *Clegram*.) Do I understand you to class the navigation to the English Channel with that of the Bristol Channel.

Mr. *Clegram*.] No; I merely say, that the entry of the lower part of our Channel may be safely left to the masters, as in the English Channel.

Captain *Beechey*.] But in making that comparison, you must consider whether both navigations are equally safe.

Mr. *Clegram*.] I leave that to the witness.

Captain *Beechey*.] But you have the inference that they are both equally safe.

773. (To the *Witness*.) Which do you consider the safer, the Channel running up to the Holms, or through Dover Straits?—I consider up to the Holms is the safest.

774. Have you ever been up through Dover Straits?—No.

775. Then how do you know?—By referring to charts, and by what I have heard.

Mr. *Clegram*.] I don't put the question to the Captain, nor do I say whether it is so or not.

*Witness*.] I have heard from several captains, that the Bristol Channel is preferable to the English.

Mr. *Thomas*.] I think it is, west of Swansea.

Captain *Beechey*.] If you will call any witnesses on the subject, I shall be happy to hear them; but you can't know much about this subject yourself.—(To Mr. *Clegram*.) Do you wish to ask the witness anything more?

Mr. *Clegram*.] No, thank you, Captain *Beechey*.

Captain *Beechey*.] We are now ready for Bristol then.—(To Mr. *Brice*.) Shall we go on now, or begin on Monday?

Mr. *Brice*.] As you please, sir; but when we begin, I think it will be well to go through with our case at once. If Captain *Drew* is here, we will go through his evidence first, and then I shall have the benefit afterwards of his attendance here.

Captain *Drew* called into Court.

Captain *Beechey*.] I beg to say, Captain *Drew*, I regret that, for the sake of uniformity in our proceedings, we have been obliged to be deprived of your presence during this inquiry. I can assure you that you were not admitted only on account of preserving uniformity, which, if departed from, might have been objected to by other parties.

Captain *Drew*.] I did not take it personally, of course, Captain *Beechey*, as far as I am concerned.

Mr. *Brice*.] Before I take any steps to examine Captain *Drew*, you will allow me, perhaps, to make a very general statement of the course which I deem it desirable to pursue on the part of the authorities of Bristol. We are here, sir, rather in a different position to that assumed by the other ports. I understand that they come here to make complaints against the present



22 April 1854.

present system of Bristol Channel pilotage, and it was my intention to have submitted a few observations to you with respect to those complaints, but, upon reflection, I feel that it would be better that I should leave them to your own judgment and discretion; and therefore I shall dismiss that part of the case, or only touch very briefly upon it. As to the mode of my proceedings with respect to the authorities of Bristol, I confess that I find myself in some difficulty, because I do not know what I am here to support. Nothing, I believe, has been adduced or hinted at in any way that can tend to discredit the present system of Bristol Channel pilotage. I have listened attentively to the statements of the gentlemen who have been called before you, sir, and if we set out upon the principle that there are parties, who in all weathers and under all circumstances, are competent by their knowledge to navigate the Bristol Channel, I freely admit that such may be the case. But, sir, when we take it into consideration that the question of pilotage relates more especially to the foreign trade, the question is not as to the competency of certain parties, but whether we can have one legislation for the foreigner and another for the citizen. You have it before you in the Act of Parliament, that in the Bristol Channel, that it is immaterial whence a vessel comes; so long as it be from any port in England, Ireland, or Scotland, she is exempt from any pilotage charges, and that upon the assumption that the masters are competent, from their local knowledge, to take their vessels through the intricacies of the Channel, and that if they are not they may have pilots to assist them. Now this appears to me to support the present principle on which compulsory pilotage is applied to strangers, and I think that principle is most important for Bristol, more so, perhaps, than for any other port, because the most of our trade is foreign trade, and is conducted in large ships. As respects Gloucester, we have seen that most of the foreign trade with that port is carried on in small vessels, because out of a number of 134 ships, I think, which were shown to have come in, a very small proportion were over 50 tons. Now such a trade can hardly be compared with that of Bristol, which pays a very large proportion of the customs received from the ports in the Bristol Channel. I feel, however, that there are objections which perhaps are inseparable from the present system. That many evils are felt at Gloucester I am quite prepared to admit, and also that there may be others at Swansea. I admit them freely, but, upon the whole, the system which the authorities of Bristol advocate is this, that a compulsory system of pilotage is necessary for the stranger in the Bristol Channel, and if that is so I know not how to exempt those who, from accidental circumstances, have acquired a knowledge of the navigation. If you were to establish a set of outlying places, such as at Minehead and similar ports, then it would be absolutely necessary that the pilotage should be sufficiently remunerative to enable the pilots to be out there in all weathers, and take their chance of vessels coming in. One thing is quite clear, that under an optional system the majority of vessels would not take pilots in summer or in fine weather; and it is not in human nature to suppose that, if you deprive the pilots of the cream of their trade, you can expect them in the rough bluff nights of winter to lie out in their skiffs or boats to pick up vessels, only when the masters would be glad to have them. Such a plan, we think, would strike a fatal blow at the whole system of pilotage, and would be productive of most serious results. If then, sir, we are right in our assumption that compulsory pilotage is desirable within the present limits, whether that system is to be entrusted to the present authorities is quite another thing. I am not here to say whether it should or should not; but this I will say, that nothing has been adduced to show that the present system is not properly managed by the Corporation of Bristol. We do not, however, say that circumstances may not have arisen to render a change necessary and desirable, but we contend that whatever system of pilotage is adopted, it should be under the administration of a united body, and should be compulsory. The gentlemen from Gloucester have very fairly said, "We don't care what we pay on account of pilotage, or where we go, but you are a rival port, and we ask you to take us away from Bristol. Do what you please with us, but relieve us from Bristol." Others have admitted that their object is pretty much the same; and hence, sir, when the Gloucester people ask for a separate and independent jurisdiction, and the

20<sup>th</sup> April 1854.

Swansea people, with a modesty which does them credit, apply for an addition of about half the Channel to their present limits; what reason can exist if their requests are to be granted, why a separate and independent jurisdiction should not be conceded to every other port in the Channel which may hereafter rise into note? I need not remind you, sir, because I have observed that you have seen the scope of this objection throughout the inquiry, that such a system would involve innumerable difficulties to the foreigner. He comes to Lundy, and he wants a pilot; he there sees five or six lights; he cannot speak a word of English, and I want to know how that unhappy man is to make his choice. It is true that he might at last get a pilot on board, who, for the sake of securing the vessel, would not scruple to tell the master a lie, and undertake a navigation for which he was utterly incompetent; but the consequences which must result would be that the whole pilotage of the Channel would fall into disrepute, and probably annihilation. That, sir, is not such a system as the Corporation of Bristol wish to see established. But if the system which is now in force is to be impugned, a system that has produced such a staff of pilots, that during the last 12 years there has been only one vessel lost through misconduct; if I show you that they have a general knowledge of every place in the Channel,—that we have a large staff, taken from a large maritime population,—that they employ men capable of supplying vacancies as they occur,—that they train up apprentices to a practical knowledge of the Channel,—that they have a large amount of capital invested in the trade, numbering 40 skiffs, averaging more than 30 tons, and of the value of 10,000*l.*,—if I show you all this, sir, then arises an important question as to whether the interests of those men should not be taken into consideration before the present system is altered. I don't say that they should be regarded if they are opposed to the public interests; they are, of course, paramount; but I have no doubt that whatever the result of this inquiry may be, the case of these men will receive a proper consideration, and that they will be compensated in a similar manner to the pilots of the Cinque Ports. I merely mention these facts, sir, to show you that there is a body of 40 men whose interests are vitally affected by this inquiry, and that they have embarked their all in the trade on the faith of their present privileges being continued to them. Supposing, too, sir, that you think it necessary to break up the present system, what, we ask, is this. Do it, we say, if you will, but not upon the ground of mismanagement. If you should think that the time has arrived when the Board of Trade should take it out of our hands and substitute some other authority, we say, take it from us after hearing proper evidence that the change is necessary; but we wish, however, that it should be done upon evidence, and not upon mere hearsay. I refer you, sir, for the value of what I am now stating, to the examination of the man, Matthews. He gave in a document which certainly was very clearly an imputation upon the present authorities; but when I examined him, with the aid of Captain Drew, the haven-master, it appeared that he knew nothing at all of what had been written for him, and which indeed appeared to be the concoction of other parties; in point of fact, when he was interrogated, he knew nothing at all of the case which he was called to support. Now the Gloucester people, if they propose that such men as this should be at liberty to conduct vessels over any part of the Channel, make it important for us to consider whether such a man ought not to be the last to take charge of a large and valuable ship which he might find coming up the Channel bound for the port of Bristol. I submit, sir, that whatever system is adopted must be a united one, and that the pilots should have a general knowledge of all the ports they may be called upon to enter. Perhaps this may not apply to all the creeks and rivers of the Channel. Gloucester may be an exception; and the River Usk at Newport, the Tawe at Swansea, and the Parret at Bridgewater, might also be excepted. But this would not be inconsistent with a united system of pilotage; and it would be extremely desirable, I think, that the river pilots should be confined within their respective limits. Hence, sir, we appear here simply on public grounds. We hope, and expect, that whatever may be the result of this inquiry, the Government will bear in mind the importance of having a separate system of pilotage for the whole Channel, for wherever that pilotage may

22 April 1854.

may terminate the principle is the same. If you take away the services of our own pilots, give us at least a set of men who can conduct our own vessels into our own river with safety, and with the same advantages which we now enjoy. I am quite sure, sir, that you will not advocate any charge upon mere hearsay evidence, nor unless you are convinced that the present system does not work well. I shall not occupy more of your time, but will now call Captain Drew before you, the haven-master, and he will tell you what is the state of the Channel, the management and conduct of the pilots, how they are admitted and governed, their duties and privileges, and how they are treated for misconduct, or when complaints are made against them. He will then give you his opinions as to the course to be adopted in the Channel for securing an efficient system of pilotage; and I am sure that when I have put him before you, the less I can say upon the subject the better. So far as discussing with Mr. Thomas the legal construction of Acts of Parliament, I have found myself competent to the management of the case; but when we have to speak on the nature of the Channel, the shoals and banks, and so forth, I confess that I know nothing about it; that being so, I shall put Captain Drew before you, who will be able to enter fully into all those matters, and that being done I shall call on one or some of the Bristol pilots, from whom you will be able to form your own judgment as to their intelligence, and their capacity to discharge the duties they are called on to perform. I hope also to be able to bring before you some of the merchants or traders of Bristol, who, in all general particulars, will confirm the outline of the statement I have now endeavoured to put before you.

Captain John Drew, Haven Master of the Port of Bristol, Examined by Mr. Brice.

776. HOW long have you been acquainted with the navigation of the Bristol Channel?—Since 1812.

777. How long have you been the haven-master of this port?—For 13 years.

778. Is it part of your duty to make yourself acquainted with all the bearings of the Channel?—It is.

779. You have the control of the pilots in the Channel?—I have.

780. What is your opinion as to compulsory pilotage?—I think it should be compulsory from Lundy, because more than half the trade is foreign. The trade is carried on in larger vessels than usual; we have had them of 1,200 tons.

781. We have heard of a stranger with charts finding his way in all weathers to the Holms?—I should think there was very little chance of his doing so with a strong breeze blowing, and a dark night. If he did not know his way, he might expect to find the Culvers, the One-fathom Bank, the Sandridge, or the Foreland Ledge, on the south side, or the Helwicks, the Scarweathers, and the Nash Sands, on the north. In my own experience, I commanded a vessel from Bristol to the West Indies for 20 years, and I never went out without a pilot, putting him ashore at Lundy; and I think Captain Beechey will agree with me that that was the safest course, and that with a strong easterly wind and a flood tide there would be very little chance of getting a pilot until he came on the English ground.

782. Do you know Ilfracombe?—Yes.

783. What kind of harbour is it?—It is dry for 12 hours out of the 24; you very often cannot get out of it.

784. Do you think it fitted for a pilot station?—Decidedly unfit.

785. What is the present staff of the Bristol Channel pilots?—Fifty pilots, 80 men, 40 apprentices, 40 skiffs, averaging 34 tons, of the value of 10,000*l.*, and nearly 4,000*l.* has been expended within the last four years in new skiffs.

786. What is the capacity of these vessels?—I am satisfied that they are capable of weathering out any weather.

787. Where is the principal pilot station?—At Lundy; but they are permitted to cruise to the westward.

788. What is the usual number of pilots at sea?—From 25 to 30. I have had no complaint of vessels not being boarded at Lundy this winter. During the last winter I never had less than from 20 to 30 pilots at sea.

789. What are the qualifications for a Bristol Channel pilot?—He must have been apprenticed for five years, or employed in cruising to the westward in a

22 April 1854.

pilot's skiff for seven years or upwards. He must not be under 25, nor more than 45 years of age, and he must be able to read and write.

790. What is the general state of the pilotage of Bristol?—I think that the pilots are efficient for all the purposes of the Channel.

791. What is your opinion of the proposition to establish five or six distinct pilotages in the Channel?—It will result in endless disputes and litigation. We have an instance of that already with Newport; they are always before the Trinity Board. I have been before the Board myself respecting the Newport pilots, and the consequence was that a strong order was sent down to all of them from the Trinity House. I think I have the paper with me from Mr. Herbert, stating that there was no objection to their cruising beyond their limits and boarding vessels in the Bristol Channel, but that if they did board any inward bound vessel not within the limits of their licence they were to hoist a signal into Newport, and the same with regard to any outward bound vessels. The paper I refer to I find is dated the 23d of December 1851.

792. Do you think a system of pilotage compulsory to the Holms, and afterwards optional, is open to objection?—Yes; there would not be sufficient to keep up the system if it were not compulsory from Lundy.

793. Can you give any statement as to the amount of losses in the Channel under the present system?—We have one on the eastern side of Lundy, with a pilot on board, and that was about 10 years ago.

794. What amount of accidents have you had with pilots on board?—We had one last fall, in August. I think it was a boat was run on Sully Island; the man was nearer land than he thought he was. The pilot resigned, that is, he sent in his licence, because he knew he would be broke for it. I don't know of any other similar instance in the Channel.

795. Do you recollect the pilot Perceval being broken for not having taken a vessel after being spoken outside Lundy?—Yes; he was started before the deputation went to the Board of Trade. I happened to be looking at the Shipping Gazette, in London, and I saw the matter mentioned there. On my return from London I noticed the matter to the Master of the Society of Merchants; a meeting was called, and on the following Monday he was deprived of his licence. On that day, or the day after, we received a notice from the Board of Trade; but the committee had been called together, and the man dismissed the service before the communication was received.

Mr. Thomas.] My statement was that the matter appeared in a Liverpool paper before it was noticed by the committee.

Captain Drew.] I did not see it until I saw it in the "Shipping Gazette," and I want to show that we are alive to such matters.

Captain Drew's Examination resumed by Mr. Brice.

796. We have been told very frequently during this inquiry, that vessels coming in can't get Bristol pilots; is that so?—Not since February 1853, when the bye-laws were altered, and I had greater power given me. Last winter there was no complaint whatever.

797. We have been told that masters very frequently attempt to avoid the pilotage?—I believe a great number continually practice that.

798. What do you propose as the best remedy for that?—To have the pilotage paid into the Customs in the same way as the lights. The foreigner now goes free, while the British have to pay.

799. We have heard a good deal about masters, sometimes even recklessly, running their ships into danger to evade the pilotage?—I have never heard of it; I don't think any judicious person would do so.

800. What would be the effect upon the underwriters if that were the case, and a vessel was lost?—I should say the effect would be a very considerable reduction in the amount of the insurance.

801. I think we may assume that Gloucester is not a port in the Bristol Channel?—No: I consider it in the Severn.

802. What is the class of vessels trading there?—A great number of them are French luggers, chiefly laden with corn and timber.

803. I believe under our Act all coasters are free?—Yes.

804. You

22 April 1854.

804. You have heard the proposition of the Gloucester and Berkeley Canal Company for a pilot station at the Holms; what is your opinion of it?—As a practical man, I ridicule the idea of a station at the Holms. I don't think the pilots who might be appointed for Gloucester would have a sufficient local knowledge to take vessels from the Holms to Gloucester.

805. In point of fact, you don't think the Gloucester people would be able to do with one set of pilots?—No, there are three classes now, and I think the inconvenience of changing must continue; I advocate the present system, and there the local pilot should be confined to his own waters.

806. Do you know the rates of pilotage to Gloucester?—Ten feet, 2*s.* 6*d.* A vessel of 400 tons and 16 feet, would be charged 4*l.* for a distance of 22 miles.

807. What is the sum charged by you from Kingroad to the Holms?—£. 1. 1*s.*

808. And the distance?—Twenty-one miles; the charge at Gloucester is more than three times greater than ours for nearly the same distance.

809. As to the customs duties paid at Gloucester?—I think there will be some difficulty in getting them; I have tried for them without success. I have seen it stated in print to be 80,000*l.*

810. Now as to the Newport pilotage?—That is under the Trinity House; there are constant collisions between us and the Newport pilots, and they would not be at all licensed if there were five or six different stations.

811. What as to Cardiff?—The pilotage at Cardiff is under the Bristol authorities, and is satisfactory. I met a master in charge of a vessel, and asked him if there was anything in the present system that was not satisfactory. He said it did not require any alteration, and that it worked well for the Bristol Channel pilot.

812. Will you give us generally your opinion of the present system?—I really believe, with my experience of it, that it is as good a system as possible. I don't mean to say that improvements are not to be made; but taking it altogether as a system, and with the powers the City and the Society of Merchants have lately given me, I think it works very well.

813. As to remuneration?—I have made a comparative statement of the pilotage rates of the ports of London, Liverpool, and Bristol. Our lowest pilotage for a vessel of from 80 to 100 tons from Lundy to Bristol, 90 miles, is 4*l.* 4*s.* 6*d.*; for the lowest draught of water for the same distance from the Downs to London it is 8*l.* 9*s.* 6*d.*; and from Great Orm's Head to Liverpool, 40 miles, 4*l.* 10*s.*

814. The rates are smaller then in Bristol than in London?—Yes, 14*l.* 4*s.* 6*d.* is our highest charge in Bristol, while in London it is 30*l.* 17*s.* 4*d.*, in addition to the boarding money from the pilot cutter, and 10*l.* 7*s.* in Liverpool.

815. (By Captain *Beechey*.) Are you aware that a new rate for London passed through the Privy Council in February last?—Yes, I believe it made a reduction of about 10 per cent.

816. (By Mr. *Brice*.) You say 10*l.* 7*s.* is paid in Liverpool for a distance of 40 miles. Now without inquiring into the difficulties of the different channels, it does appear that the pilotage of Bristol is less than that of other places?—Yes.

817. Can you tell us the amount of customs duties paid by the ports in the Bristol Channel?—I think about 120,000*l.* from the different Channel ports, excepting Bristol.

818. What is the amount of customs duties paid in Bristol?—£. 1,200,000. We have 80,000 tons of shipping belonging to the port of Bristol. From Gloucester I have no return; but at the other ports, including Swansea, Cardiff, and Newport, there are 37,824 tons registered as belonging to all the other ports.

819. (By Captain *Beechey*.) Is it merely tonnage in the port, or registered here, that you speak of?—It belongs to owners in Bristol, and sails from the port.

820. (By Mr. *Brice*.) What is the amount of pilotage which has been paid?—After the new Act came into operation on the 1st of October last, my accounts have been kept much closer. My returns to the Board of Trade for the three months from October to January last, amount to 3,077*l.* 14*s.* 6*d.*

286.

K 3

821. What

22 April 1864.

821. What proportion of that amount came from Bristol?—Nearly 1,000 £ altogether; 1,868 £. 3 s. 9 d.

822. I believe Pill is the chief nursery now for pilots in this place?—It is, and has been so for many centuries; all means have been adopted for its improvement. We have schools capable of accommodating from 300 to 400 children of the maritime population, a reading-room for the pilots, supplied with daily and weekly papers, and 500 volumes of books from which the pilots may select and take to sea with them; Pill is very much improved of late years.

823. What examination do the pilots have to pass?—An examination before the Society of Merchant Venturers, with the assistance of the Master of the Local Marine Board, as well as myself.

824. Is it a public examination?—Yes, to any one who chooses to come.

Mr. Brice.] I think that is all that I shall have occasion to ask Captain Drew.

Mr Pope (to Captain Beechey).] I have been requested, sir, to ask you to take a note of the suggestion as to the payment of the pilotage duties at the Customs, for at present we fear there are as many escape as pay them.

Captain Drew recalled, and Examined by Mr. Brice.

825. We have been talking of the propriety of altering the present mode of charging the pilotage; are the pilots ever paid till their notes have received your signature?—No; they have to sue sometimes to recover the amount, and very often go without it; the class of vessels from which they lose most is a class coming to Cardiff and Newport, with men on board from London or Liverpool, who pilot the vessels all the way with the understanding that they are to receive a certain sum of money for it.

826. In point of fact, do you ever give a pilot a certificate unless the duty has been actually performed?—Certainly not; I never put my name to any bill for which the duty has not been done.

827. Can you tell us the average earnings of the Bristol pilots?—I am quite satisfied that the best paid man does not make 200 £ a year, and he pays two-fifths of all his earnings, or 7 s. 6 d. out of every pound to his man, besides the wear and tear of the boat, and the food for the man and boy.

828. Is the amount you have stated the gross amount?—Yes.

Mr. Brice.] That is all I shall ask Captain Drew; I shall leave the difficulties of the Channel in your hands, sir.

829. (By Mr. Thomas.) Have you stated that no alteration would enable Gloucester to do with one set of pilots?—I think if I understand the matter, it is thus: the Bristol Channel pilot brings the vessel to Kingroad; the Gloucester pilot takes her from Kingroad to Sharpness, and then I believe there is another pilot from Sharpness to Gloucester.

830. My object is to ask you whether you consider Swansea is in the same position; do you consider that any alteration could be made with regard to Swansea?—I think the Swansea pilot should go from the Mumble Head into Swansea river.

831. Do you consider Swansea an Gloucester to be at all on a par?—Yes.

832. You stated that the customs duties paid by Bristol amounted to 1,200,000 £, and by the other ports of the Channel to 120,000 £; you also stated that the trade of Gloucester was principally timber and corn; are you not aware that the trade of Cardiff and Newport is principally coal and iron ore?—That is the export trade; I am speaking of the import.

833. I believe the principal foreign trade of Swansea is copper ore in, and coal out?—Yes.

834. Are you aware that those materials do not pay any duties under the present tariff?—I am speaking of the imports, as I said before.

835. Do you consider it a fair way to make an estimate?—I have only taken the import duties you pay.

836. I ask you again, do you consider it a fair way of estimating the importance of the two ports?—Yes.

837. Are you aware that a vessel laden with ore of the value of 70,000 £. has come

come into our port, and would not pay a shilling in customs duties?—I heard of one of 30,000 *l*.

22 April 1854.

838. Are you aware of the property of copper regulus?—Yes; not a penny would appear in the customs duties on that account.

839. Previous to Sir Robert Peel's tariff copper ore paid a duty?

Captain *Beechey*.] How does this bear on the question of pilotage?

Mr. *Thomas*.] Captain Drew appears here to support the case of the Bristol Corporation, and he says the whole regulation of the Channel pilotage ought to remain with them, because they pay a certain amount of Customs duties; Mr. Brice only carried out the same idea when he was before the Committee of the House of Commons, and they have expressed an opinion upon the subject, of which you are aware.

Mr. *Brice*.] I say that if there is to be any local authority, there is no good reason, either as respects wealth or magnitude, why that authority should not be established here. I only ask you, sir, to take that argument for what it is worth; you may not attach any importance to it.

Captain *Drew*'s Examination resumed by Mr. *Thomas*.

840. Does each pilot make a report?—Yes; each report reaches me.

841. Can you tell me the number of vessels with your pilots entering Swansea within the last twelve months?—I can for three months. Not many I think; I find it is a blank. But I should give Mr. *Thomas* the information that the Cuba trade have been fighting this question with us for some five or six years past. They come in at Caldy, and we can't see them, and so they get away from us.

842. I suppose if you saw them up the Channel, you think they ought to be boarded?—Yes.

843. Could you prepare an account for the last twelve months by Monday?—I can't promise that.

844. (By Captain *Beechey*.) These are the Board of Trade returns I see?—Yes, we had the form from the Board, and we got them printed here.

845. These returns are very useful to you?—Yes.

846. Do you require anything more in them?—I think not; there is no difficulty at all about them.

847. (By Mr. *Thomas*.) It has been stated in this room by a person who had made eight-and-forty voyages up and down the Channel from Swansea?—Oh, yes; I have been in correspondence with Captain Simpson very frequently.

848. He said he had been spoken only three or four times, and not more, by a Bristol pilot?—I say that if the Swansea trade comes into Caldy they would not be likely to find a pilot, but if it came by Lundy they would.

849. He stated also that out of those four times, only one pilot wished to come on board?—Did he say whether he was to the east or the west of Lundy? because it makes all the difference. If he spoke them north of Lundy he was well known; they knew the ship and they knew the man, and therefore did not trouble about him. The day before Perceval spoke the vessel which he refused to take, and for which he was broke, he spoke two vessels, and another pilot spoke one, to the west, and would have taken them, but they were outside of Lundy, W.S.W., and would not have them.

850. You said there were no complaints from Cardiff?—No.

851. Are you aware that a petition has been presented to the House of Commons from Cardiff, in which it is stated that in the opinion of the petitioners it is highly expedient that the jurisdiction of the Corporation of Bristol in respect of the pilotage of the Bristol Channel should be repealed, and restricted to vessels trading to and from the harbour of Bristol, and that the proper authorities of the several harbours in the Bristol Channel be empowered to regulate the pilotage of their own district, inasmuch as such authorities are better acquainted with the wants of the port, harbour, and district in respect of which they act?—I am not aware that any such petition has been presented. I only know that Mr. Coffin attended the meeting.

Mr. *E. Drew*.] Did not the petition proceed from the Corporation of Cardiff at the instigation of the Swansea Harbour Trustees?



22 April 1854.

Captain *Drew*.] Well, I dare say it did.

Mr. *Thomas*.] It is a petition from the mayor, aldermen, and burgesses, who are the conservators of the port of the borough of Cardiff, and they state in their prayer that, in the opinion of the petitioners it is highly expedient that the jurisdiction of the Corporation of Bristol, in respect of the pilotage of the Bristol Channel, should be repealed and restricted to vessels trading to and from the harbour of Bristol, and that the proper authorities of the several harbours in the Bristol Channel be empowered to regulate the pilotage of their own district, inasmuch as such authorities are better acquainted with the wants of the port, harbour, and district, in respect of which they act, and they pray the House to approve of the principle enunciated in the 126th clause of the Swansea Harbour Bill, repealing the provisions of the Bristol Act under which all vessels are bound to take pilots.

Captain *Beechey*.] Repealing the old Act?

Mr. *Thomas*.] Yes.

Captain *Drew*.] How?

Mr. *Thomas*.] The prayer of the petition is, "Your petitioners therefore humbly pray that your Honourable House will be pleased to approve of the principle enunciated in the said Bill (the Swansea Harbour Bill), and that the same should be allowed to pass into a law."

Mr. *Poole*.] The old river at Cardiff, which is under the jurisdiction of the corporation, has no trade whatever; the docks, which have, the corporation have no authority over.

Mr. *Thomas*.] I think it sufficient for them to know what general laws are required for their boroughs, and what they wish repealed. I have been in correspondence, not only with Cardiff, but with every port and public body in the Channel, and I think there is hardly a public body but has prayed to the same effect as Cardiff.

Mr. *Poole*.] I could understand that some importance should be attached to the petition, if it bore the signatures of the trustees of the Bute Docks; but as it is, I consider it of no value whatever.

Mr. *Brice*.] It does not appear to me to have much to do with the present inquiry. I am quite willing to admit that this petition does pray that the Swansea Harbour Bill may be allowed to pass, and no doubt Mr. Thomas could get similar petitions from all the other ports; but that only opens the question whether the principle of five or six different governing bodies is to be adopted. Besides, I know nothing of this petition having been presented; it was got up, I suppose, after I left London.

Mr. *Thomas*.] I assure you it was filed long before.

Mr. *Brice*.] I never saw or heard of it, then. However, we will take it now for what it is worth.

Mr. *Pope*.] Did Gloucester petition?

Mr. *Thomas*.] I believe it did; I know Newport did.

Mr. *Pope*.] No doubt all of them did, for these particular purposes of your Swansea Bill.

Captain *Drew's* Examination continued by Mr. *Thomas*.

852. You stated that in the last 13 years only one vessel had been lost, having a Bristol pilot on board; are you aware whether any have been lost having Swansea pilots?—No, I am aware that one went ashore on Lundy Island.

853. (By Mr. *Clegram*.) You say, Captain *Drew*, that a great number of vessels avoid the Bristol Channel pilots?—Yes; I hear so continually from the pilots.

854. What is that for?—To save the pilotage, I suppose.

855. Is it likely they would, if they did not know sufficient of the navigation  
of



22 April 1854.

of the Channel to do without them?—I can't say; I see strange things done sometimes in my official capacity.

856. Well, at all events, the avoidance of the pilots shows that they wish to get rid of the charge?—I suppose that to be the object.

857. And there are a considerable number who feel that they can do without pilots?—Yes; the vessels I refer to are principally Americans who come round from London or Liverpool, and they have men on board who are paid a certain figure for bringing the vessels all the way.

858. Do you suppose there are none others?—I will answer you in the words of a Committee of the House of Commons in 1841, that that man must be a bold man indeed who would attempt to navigate the Bristol Channel without a pilot.

859. But not if he knew the Channel?—I should not do it without a pilot.

860. I suppose there are masters who do it very often?—I suppose there are.

861. You have stated, that unless there were a compulsory pilotage from Lundy upwards, there would not be sufficient payment to maintain a sufficient staff of pilots for those who do require them?—Certainly not; the upper part is the lightest stage of the Channel.

862. I suppose under a new system it might be so arranged, that the pilotage of the upper part of the Channel should be higher than the present rates, and yet that the whole charge should be lower than it is at present?—That would be a matter for the authorities. I mean to say that without the pilotage was compulsory there would not be sufficient fees to maintain the present staff.

863. Don't you think the supply would be equal to the demand?—No, I think not. If we were situated as they are at Dungeness, we should be under different circumstances to what we are now, when we find men continually trying to pass north and south to avoid paying the pilot.

864. You stated that the trade of Gloucester is confined chiefly to small vessels; is that of your own knowledge?—I merely took it from the statement I heard made on Thursday.

865. You ridicule the idea of the Holms as a station; why?—I think with the wind high, and a man running up there for a pilot, and expecting to find one, that he could no more do it than he could fly.

866. But we have had evidence that he could find a pilot at the Nash?—You don't mean to compare the Nash with the Holms, do you?

867. Do you know that a great number of Gloucester pilots do board there?—I dare say they may in fine weather; but I am speaking of the possibility of stopping to take up a pilot in foul weather.

868. (By Captain *Beechey*.) Under such circumstances, do you suppose that a vessel could look about there for a pilot?—Certainly not.

869. (By Mr. *Clegram*.) If the pilots of Gloucester had their jurisdiction extended to the Holms, with the liberty to cruise below, where would be the difficulty?—I say that the vessels would be away, and on the English grounds before the pilots could get them with such boats.

870. But we should, if any alteration was made, have an alteration in the boats. You made a comparison between the Gloucester and the Bristol Channel rates. I suppose you know that the Gloucester rate is a charge per foot?—I do.

871. Is not the Bristol rate a certain charge per ton?—Yes; and whether the ship is light or loaded she pays the same.

872. A fairer way would have been to compare the two rates, and show that on the upward and downward voyage the payments to Gloucester are less than to Bristol. Will you be kind enough to state, though it does not bear much on the question, but as you have said there was some hesitation in getting information from Gloucester, to whom did you apply?—It was a friend of mine to whom I wrote for it, as I did not like to apply myself, and he sent me word that he could not get it.

873. Mr. Thomas has asked you a few questions as to the Customs duties, which seemed to me to be put in to show that you were of such importance in the Channel. Can you furnish the number and the tonnage of vessels from foreign ports entering the port of Bristol in 1853, because I shall be prepared to make a similar return from Gloucester?—The number of vessels for the last quarter was 540.

Mr. Brice.] We can give you an account for the year ending 1853.

286.

L

The

22 April 1854.

The total of British ships entered inwards was 432, and the tonnage, 95,201 tons; foreign ships, 304, tonnage 78,933 tons; total of vessels inwards, 776, tonnage, 174,134 tons.

Mr. *Clegram*.] If it is not objected to I will put in as a comparison the number of vessels entering Gloucester for the year ending September last. The number of vessels during that period was 524, and the aggregate tonnage 123,893 tons.

Captain *Beechey*.] Do you exempt vessels in ballast?

Mr. *Clegram*.] No; they all pay.

Captain *Drew* Re-examined by Mr. *Clegram*.

874. Would a return of the earnings by your pilots show what was paid by vessels to and from Gloucester?—£. 412. 6s., and six vessels, for the three months ending the 1st of January 1854.

875. And previously to 1853 you had complaints that pilots were not very frequently to be met with in the lower parts of the Channel?—In the winter months we had, but since I have had the power of sending the pilots out, there have been no complaints. There have been sometimes as many as 20 vessels detained at Pill for a fortnight by the west wind.

876. Do you know that a large number of pilots were frequently to be found in the neighbourhood of Cardiff and Newport on the look-out for outward bound ships?—I am not aware of it.

877. Do you know that complaints have been made to Lloyd's of vessels being frequently in the Channel without pilots?—Yes; I know that Mr. Huxtable has written letters, and that he has his object in view in doing so.

878. What number of new boats did you say you had had?—We have had 12 boats new since 1852, which cost 4,000*l*.

879. That is since the new arrangement you spoke of?—Yes, it is.

880. (By Mr. *E. Drew*.) What would the underwriter do if he knew a master had run his ship into danger to avoid the pilotage?—The underwriter never would pay.

Mr. *Clegram*.] We have not said that masters do so recklessly, but that they do run into danger in trying to avoid the pilotage.

Mr. *E. Drew*.] Well, I ask the haven-master, as a man of forty years' experience, how the underwriter would feel if he knew that the captain of a vessel had run her into danger to avoid the payment of a few pounds in the shape of pilotage.

Captain *Drew*.] I don't suppose he would take her at the average premium again.

Mr. *Clegram*.] Which do you consider would be the greatest risk for a vessel to heave-to in the lower part of the Channel for the sake of a pilot, or to run on to the Holms?

Captain *Drew*.] To run up to the Holms; you have room below and plenty of water, but there is none up above.

Captain *Beechey* (to Mr. *Clegram*).] You made a remark just now, that a higher rate of pilotage would not be objected to if the present one were found not to be remunerative.

Mr. *Clegram*.] Yes; I think the case might be met in that way.

Captain *Beechey*.] Let me ask you how that would benefit the ship-owners?

Mr. *Clegram*.] In this way, that if the compulsory employment of pilots were abolished below the Holms, and the pilotage were increased above, it would then be even less than what it is now.

Captain *Beechey*.] But would it not be better to have a more extended pilotage for the same money?

Mr.

Mr. *Clegram*.] It is now six guineas from Lundy to Kingroad, and from the Holms to Kingroad only one guinea. Now supposing the charge were increased to two guineas from Kingroad to the Holms, all vessels not employing a pilot below the Holms would save five guineas.

25 April 1854.

Captain *Drew*.] The result of that would be that the Gloucester man would get 6*l.* 2*s.* for a distance of 40 miles, where the Bristol man has 6*l.* 9*s.* for a distance of 80 miles.

Mr. *Clegram*.] I don't put those figures forward as the ones that ought to be adopted.

[The Court then adjourned till Monday.

---

Monday, 24 April 1854.

Captain *Drew*, Haven Master of Bristol, Examined by Mr. *Clegram*.

881. WILL you furnish me with the particulars of your charges on a vessel of 500 tons, from Lundy Island to Cumberland Basin. A comparison was drawn by Captain Beechey, on Saturday, between the charges of Gloucester and Bristol, and perhaps the witness will furnish you with the charges from Lundy to Cumberland Basin, in order that you may be able to judge?—For a vessel of 500 tons, the first charge will be 7*l.* 7*s.*, the Channel pilotage from Lundy to Kingroad; 1*l.* 10*s.*, the river pilotage to Cumberland Basin; 1*l.* 1*s.* 9*d.* for boat and men; assistant pilot, 10*s.*; haven-master's fees, 4*s.*; that is for a vessel of 500, and under 600 tons, including a boat and five men.

24 April 1854.

Captain *Beechey*.] I shall ask all those questions presently, as I wish to be informed upon them, and it may save time if I give this intimation. If any gentleman, however, afterwards thinks that I have omitted anything, he may ask any questions then.

Mr. *Clegram*.] I have nothing more to ask, except this, sir. It was stated on Saturday, by Captain Drew, that there had been some hesitation in getting information from Gloucester. Now, I have communicated with the parties at the Canal Office and at the Custom House, and I find that no application has been made at either of those places.

Captain *Drew*.] I have already explained that I said that I applied for that information through a friend at Gloucester, and that he did not succeed in getting it for me.

Mr. *Clegram*.] I thought it was attempted to impute hesitation on our parts to furnish information, and I feared that an unfavourable impression might be made on the Court.

Captain *Beechey*.] I understood Captain Drew to explain that it was from a private source he attempted to get his information, and that he did not succeed. I think that explanation must be quite satisfactory to the Gloucester authorities. Before I proceed to the business of the day, I wish to mention that I have received a note this morning from the Rev. Henry Mirehouse, vicar of Pill, on behalf of the deputy pilots of Pill.

Captain *Drew*.] There are no such beings in existence.

Captain *Beechey*.] Mr. Mirehouse says, "Many of them have passed their whole lives in piloting small vessels and coasting vessels from Lundy to Bristol. Many of them are as experienced and as capable as the branch pilots; and to my knowledge they have been of great use, and saved many vessels that would otherwise have been lost. The branch pilots have the Society of Merchants and Captain Drew to protect their interests; these poor men have no one to represent their position, and I therefore feel it my duty to call your attention to their case. I took the liberty of throwing out a suggestion to Mr. Cardwell, and he informed me that an experienced officer would be sent down to regulate the pilotage of the Channel. The deputy pilots

24 April 1854.

wished to send a memorial, but I informed them there would be sufficient time to do so when the Commission was opened, and I never heard a word on the subject till I opened the Bristol newspaper of this day, and I hope the men will be enabled to obtain a memorial, stating their position, before the Commission is terminated. If my testimony could be of any use, I should be happy to give it, either publicly or privately."

882. (To Captain *Drew*.) Now, permit me to ask you what are these pilots?—Men who go out in open boats, and who are to be found in all parts of the Channel.

883. Are they licensed pilots?—No; they are under no authority.

884. Are they necessary?—Not at all.

885. Are you aware why they go as far as Lundy to bring ships up?—It is in the summer months they go down there; they do not go in winter.

886. Have they been there to your knowledge?—Oh, yes; I believe they have been there.

887. It was stated on Saturday that the pilots for the Channel are publicly elected; how is that done?—A notice is stuck up that there will be an election of pilots. On the last occasion 19 applied, of whom 10 were elected, and the other nine rejected. Some of these very men were elected who were eligible; they must all be able to read and write.

Mr. *Poole*.] Will you allow me to ask a question?

Captain *Beechey*.] If it does not interrupt me in my course of examination.

888. Mr. *Poole*.] I was simply going to ask whether the limits of cruising are determined in any way?—Yes, by the bye-laws; they are limited to within a radius of 10 miles from Lundy Island, north, south, east and west.

889. Then a master may avoid those limits if he is desirous to evade the pilotage?—Yes, very easily; if he is desirous to evade the pilotage, he may go past Lundy, but if he wanted one he would go to Lundy, and there he would get one. I believe it will be proved to Captain *Beechey*'s satisfaction this morning, that when they want a pilot they can always get one there.

890. You know Penarth and Lundy Roads; they are a sort of refuge for everything, are they not. How many vessels have you seen there at a time?—I should say as many as 300 sail; the large ships lay in the roads, and some of them under the Holms. The year before last, I think it was 24 or 25 sail at anchor under the Holms.

891. Supposing in the winter time a stranger makes the land, and gets up to the Holms after nightfall, if it is blowing hard, unless he succeeds in getting a pilot to the west of the Holms, he must then cruise about to the east?

Captain *Beechey*.] I think we had better not have that subject over now, because it is my intention to take Captain *Drew* from the entrance of the estuary right up.

Mr. *Poole*.] Then, of course, I will leave the matter in your hands, sir.

Captain *Drew*'s Examination resumed by Captain *Beechey*.

892. To dispose of this note from Mr. Mirehouse, you are of opinion that these pilots are not at all necessary?—Not at all; if we wanted more pilots, we can make them.

893. Do you happen to know how many ships they have brought up last year;—I do not; they are often before the magistrates for charging double rates; I recollect one of them boarding a ship of Mr. King's at One-fathom Bank, and charging four guineas for bringing her up a distance for which our charge is not a guinea; they have frequent disagreements with the pilots.

894. Are they authorised to make any charges, or do they do their work by agreement?—By agreement.

895. They could not pass Pill, I suppose, without one of your men knowing it?—I think not.

896. What is the nature of the disagreements you spoke of?—They are perpetually interfering with the Bristol pilots. The boats that these men sail in are principally held by publicans.

897. How many pilot boats have you?—Forty.

898. Are they all of the same class?—No; they average 34 tons, but the last 12 that have been built are larger, and are from 36 to 40 tons.

899. How

24 April 1854.

899. How many of the boats are from 36 to 40 tons?—I should think nearly half of them; I should say 20.

900. The other 20 are skiffs?—They are all skiffs.

901. The other 20, how many tons are they?—From 36 to 40, most of them; there are very few under 30 tons; they average 34 tons, and reach to 40. There were two small ones, but we have turned them out, and had two others built.

902. How are they rigged?—Cutter-rigged and decked.

903. Are they capable of keeping the sea?—Thoroughly.

904. At all times?—Thoroughly.

905. Are they capable, supposing the pilotage system to be continued down to Lundy, of keeping the sea at all times with a sufficient supply of pilots between Ilfracombe and Cardiff?—Decidedly.

906. Have you power now to order the pilots out to sea, if they have brought ships up, so as to keep a sufficient number of pilots always out?—Yes, I have that authority; it was given me in February 1853.

907. What are your rules with respect to the supply off Lundy?—We have no particular rules to keep a certain number at Lundy; but a man returns from the west, and in the summer months, when there is no call for them, he may remain at Pill a week or more; but from September to March a list is presented to me every day of the men at home, and I send them to sea after three days.

908. Have you any means of knowing the number of pilots at Lundy?—Only by the returns of the men to me. I invariably ask them the number left there, and who they are; there is a penalty attached to the bye-laws for not giving correct information.

909. Now for the cruising ground where they are to pick up ships?—It is within 10 miles from the westward of Lundy. I will read the bye-law.

910. Let me know the particulars?—The 10th bye-law states, "That no pilot shall, under any pretext whatever, sail or cruise in any part of the Bristol Channel westward of the meridian of Lundy, except within a radius of 10 miles from that island, or except when otherwise expressly authorised by the haven-master for the time being; and that any pilot who shall sail or cruise beyond such limits shall forfeit and pay, for the first offence, any sum not exceeding 5*l*." and so on. The distance was so restricted to keep the pilots more together, and in the neighbourhood of Lundy.

911. That is, to the westward; now as to the north?—They go 10 miles from Lundy.

912. How far is that from Caldy?—Seventeen miles, taking the extreme distance.

913. How far do they go to the south?—Ten miles.

914. Then if a ship wants a pilot, she must run within 10 miles of Lundy?—Yes; north, west or south, and then she will find a pilot; they may extend as far as that from Lundy, but they must not exceed that distance.

915. Would there be any difficulty in maintaining an intermediate station between Caldy and Lundy?—No.

916. To have such an efficient pilotage at the mouth of the Channel, by desiring boats to retain certain portions of the line between Combe and Cardiff, as not to lead ships to leeward to Lundy?—There would be no difficulty in that.

917. Would you have to increase your pilots or boats?—Not the boats, but it might be desirable to increase the pilots.

918. You think it would be necessary to increase the number of pilots; how many are there at present?—Fifty.

919. Are they all branch pilots?—Yes, all one class.

920. How far are they licensed for?—From 10 miles to the westward of Lundy Island to Cumberland Basin, and I believe to all the ports in the Bristol Channel.

921. Have you any other pilots than these branch pilots?—No.

922. Then all your pilots are expected to go to the limit of the district, down to Lundy?—When they start from Pill they are expected to go down to Lundy, unless they pick up a ship before.

923. You have none limited to the inner channel, then?—No; there is only one class of pilots.

924. I observe by a printed paper (the "Bristol Mirror," of the 12th of February 1853) that reference has been made to 28 being at Pill; 28 skiffs in Pill at one time, which certainly is not the place for them to be at?—Certainly not.

286.

L 3

925. How

24 April 1854.

925. How does it happen that there were so many of these skiffs at Pill?—When there are long westerly winds, the skiffs wait there to take the ships down. I have no doubt that upon this occasion there were some 20 sail at anchor in Kingroad.

926. At that time it was stated that ships ran out without pilots, not being able to get them?—When was that?

927. The 12th of February is the date of the paper, which contains an account of some proceedings before the Bristol town council?—There were a few instances of that kind, but not many, I believe.

928. Is it your practice to keep boats in Pill for the purpose of taking ships out?—Yes, the pilot knows generally within a day or two when the ship is leaving Bristol, and he takes his boat up.

929. Then if 28 boats are in Pill at one time, there would be but 22 to take up the Channel while there was a westerly wind set in?—That is so.

930. Then if those 22 pilots bring up 22 ships, and they also wait at Pill, the whole of the Channel would be left without a pilot till they take some of the ships down?—That is not exactly the case.

931. I understood you to say that?—It is not done in a day, or two, or three, to bring up 22 ships from the west. Having brought ships to Bristol, the pilots would proceed to Pill, and the first who came up would be down again before the last had left. It is seldom or ever that we get 22 ships with the wind from the west. Now, we have had an east wind for the last three weeks, and then I think it may happen that there would be no pilots left at Pill.

932. But all the pilots may not come to your port; they may go to Cardiff, Newport, and other places immediately near; and, therefore, as the haven-master, you must be left in total ignorance as to whether there are any pilots at Lundy or not?—I should have a return from the pilots.

933. Is it not the general practice for a man who brings a ship up to take her down again?—Yes, but it is sometimes a month or two months, at all events a fortnight or three weeks, before his services are required again.

934. Suppose a pilot goes on board a ship at Penarth Roads, to take a ship down to the west, and another at Newport, and so on, you may have all the pilots out from Lundy without your knowing it?—I don't think that.

935. You, as haven-master, look after the pilotage, and the shipowners look for a proper supply of pilots. What I would say is this: that it does not appear that you know with certainty as to the number of pilots at the western limits?—There is no bye-law on the subject.

936. I say, you would not necessarily be informed of it; and the pilot boats themselves having come up with ships with strong westerly winds, take some considerable time in getting back again, during which time a number of vessels pass up the Channel without pilots?—There is no doubt of it.

937. That is the effect of the present system, is it not?—That would be the effect; it is the effect of it.

938. How long is a boat beating down to Lundy with a strong westerly wind?—You see they have such an advantage in getting hold of the land, that they would reach Lundy in not more than three tides, or a day and a half.

939. Is there any reason why these pilot boats, or some of them, should now always be kept down between Combe and Caldy, putting pilots on board, and remaining there for other ships coming up, so that we might not have a station left entirely without pilots?—I see the force of your plan, but it so happens that the pilot can't be boarded by the cutter. Our pilots speak the vessel, and follow it up, and when they get as far as the Nash, or into smooth water, the pilot goes on board.

940. Can't you board at Lundy?—Oh, yes; they can board at all times at Lundy, or nearly so.

941. Then they need not come further than the Nash before they boarded, in any weather, and at other times they might board from Lundy?—Oh, yes. In strong gales the cutter would have to leave her station, and run to the east to place the man on board.

942. Can you devise some plan that would keep that western limit supplied with pilots?—I should say, by a larger number of men and a larger number of boats.

943. No other?—I fancy that a stationary boat would have to give way in some gales of wind, or not board the vessel.

944. If

24 April 1854.

944. If you were intending to have an efficient relay of pilots, would you increase the size of the boats?—No, I think they are sufficient for all purposes; they are the same as I find in the English Channel.

945. How many pilots are they capable of containing?—There are half a dozen pilot boats on which, I think, we could put four aboard.

946. Have you seen the Liverpool boats?—No; but I know they are much larger than ours; but there is a difference between Liverpool and the Bristol Channel.

947. Do you know how many there are at the Cinque Ports; how many for all the pilots?—I was there some years ago, but I can't say.

948. If the Liverpool pilotage was conducted in single boats, would not the expense be considerably increased?—No doubt; but if we may judge by the River Thames, we are lower in our rates than they are, and they have single boats.

949. I am not speaking of the Thames, because that is a different navigation; I am asking you these questions to bring out information: now what are the average receipts of your pilots?—I should say about 200*l*.

950. The gross receipts of each pilot?—Yes; we can ascertain directly by taking the returns for three months, which I have put in. They will show 3,077*l*. received for the three months ending the 1st January 1854, and that divided between 50 pilots, will give the amount.

951. Can you speak to the expense of each boat?—No; the boats belong to the pilots, and they can give every information you require. I should here remark, that from October to January is by far the most profitable period for the pilots; for our timber trade is very large, and the vessels engaged in it mostly come in then.

952. What is the most profitable half-year?—From October to April.

953. Is this the pilotage in and out?—Yes.

954. How shall I obtain the maximum and minimum?—I can give you that for the quarter, and I can also give you the return of each man.

955. If you don't think you can keep an efficient staff at Lundy and that vicinity without increasing the number of boats very considerably, how far down the Channel could you keep such a staff with your present means?—Stationary boats? I have stated my objections to them already.

956. What I say is this; if you can't keep an efficient staff at the limits of your jurisdiction without materially increasing the expense and the rates of pilotage, how far down the Channel could you keep such a staff without any increase?—I think, at all events, as far down as the Nash.

957. If you had a portion of your boats, with an increased number of pilots on board at the western limit of your station, the supply could be kept up by railway to Swansea. The pilot could then return to Swansea without waiting at Pill to take ships down, and leaving the outer channel destitute of pilots; he could go by railway down to Swansea, and get on board these boats to supply ships running up?—They could do that, certainly.

958. What is the railway fare to Swansea?—I don't know that.

Mr. Thomas.] It is 10*s*. second class from Chepstow to Swansea, and third class would be about two-thirds of that.

#### Captain Drew's Examination resumed by Captain Beechey.

959. There has been a suggestion, I see, at a meeting of your Town Council, whether a steamer could not take the pilots down; give me your idea as to the expense of that plan, and so on?—I can't as to the expense; but it would be much more expeditious to take the pilots down to Lundy in a steamer; the expense, I should think, would be something considerable.

960. You would have to keep a steamer on purpose?—No doubt of it.

961. How do you get rid of your pilots now?—The skiff is generally astern of the vessel.

962. Then, in fact, your system is this, that the pilot is always with his skiff; the skiff attends the ship up, and when she goes down the skiff goes down with her, and takes the pilot out?—Yes, that is so.

963. Can you devise any means for getting the pilot out without the skiff?—No; there were three men last year who were taken away.

964. That would be equally the case if other means were adopted, they would have

24 April 1854.

have been taken away. I am supposing now, that instead of having these boats of one man, some other plan were devised for taking the pilot out; we have heard of as much as 80 *l.* being the expenses of a boat, out of a receipt of from 150 *l.* to 180 *l.* a year; and if that is to be the expense of every boat from Pill, it must materially increase the expense of the pilotage; now, can you devise some other plan?—I think a steamer at Lundy, in average weather, would have the means of taking a dozen men.

965. But is it necessary for a pilot to go out as far as Lundy?—I never let my pilot go till I got down to Lundy.

966. Is it the custom to keep them till the vessel reaches Lundy?—Generally so with large ships.

967. Then if you had a proper arrangement off Lundy, and could make sure of a pilot always there, the boats could keep cruising between Combe and Caldy, and need not all to congregate about Lundy, but could be within five or ten miles of each other, as you should arrange. In such a case would there be any inconvenience in running out and taking up the pilots?—I don't quite understand the question.

968. If such a plan were adopted, would it be attended with any inconvenience that the pilot should come down without his ship?—It would depend upon the weather, but I don't think there would be any risk for nine months out of the twelve.

969. You have stated, that in order to ensure an efficient staff of pilots at the western limits, it would be necessary to increase the number of pilots; and if there were to be only one man to one boat, there must, of course, be more boats. Now suppose another system, having stationary boats, with a number of men on board, and by which a vessel might always find a pilot at the mouth of the Channel, does it appear to you that the merchants and shipowners of this estuary would then complain?—I have not heard any complaints of the present system; but I have no doubt that a man would be able to find his way out of a ship, if the boats were in a line between Combe and Caldy.

970. It has been suggested that a station in Lundy for pilots would be advantageous; what do you think of that?—If you could compel every master to go into Lundy, it would do very well.

971. Would not that be a hardship?—With a north or south wind, I should not hesitate to run to Lundy.

972. If it was a north wind you would have to run to the leeward, would you not?—Yes.

973. How are your pilots examined?—Before the standing committee of the Society of Merchants.

974. By whom?—Generally two gentlemen experienced in the navigation of the Bristol Channel, and myself.

975. By experienced pilots of the Bristol Channel?—No, not pilots; but masters, or something of that kind. The seamanship part is kindly undertaken by Captain Emerson, of the Local Marine Board.

976. Any person is eligible to be a pilot?—Yes, that has certain qualifications.

977. Is it confined to Bristol men?—Not at all.

978. A Newport man can qualify then?—He must have been seven years to the westward in the skiff of some pilot, or five years in his service as an apprentice, as required by our bye-laws; the 12th.

979. Can a man of any port in the Channel qualify for a Bristol pilot?—No; an apprentice in another port will not do. The bye-law is, "That no person who has not served an apprenticeship to a pilot in the Bristol Channel, or has not been employed in cruising to the westward in the skiff of some pilot for seven years or upwards, or who shall be under 25 or more than 45 years of age, shall hereafter be deemed qualified to become a candidate for the office of a pilot for the navigating ships and vessels to and from the port of Bristol."

980. That refers to the Bristol boats?—Yes.

981. Will you have the goodness to tell me how your pilots are paid, and the manner in which they are paid?—They are obliged to come to me for my signature to their bills. When a man is discharged from Newport he comes to me with a certificate that he has piloted a ship to Newport, and so on with all the other ports.

982. Then you know how many ships have gone to each port in the Channel with your pilots?—Yes; it appears in my returns.

983. Will you give me that return?—

Mr.



24 April 1854.

Mr. Brice.] As to coasters and Irish traders, I beg again to remind you that all such vessels, by the 7th section of the Bristol Act, are exempt from pilotage. In point of fact, the only vessels now liable are foreign-going ships of 80 tons and upwards, whether they are Frenchmen, Germans, Spaniards, or any other nation.

Mr. Thomas.] By your bye-laws it is different.

Captain Beechey.] Where do you exempt coasters and Irish traders.

Mr. Brice.] By the 7th section of the 47th of George the Third.

Captain Beechey.] But what as to the bye-laws?

Mr. Brice.] We say that no bye-law can have any effect in rendering nugatory the provisions of an Act of Parliament; we have power to make bye-laws to do anything within the scope of the Act, but nothing more.

Captain Beechey.] You have the power to reduce the rates of pilotage by the Act.

Mr. Brice.] I think if the Act of Parliament had been general, and had provided that all vessels should be liable, we should have had to frame our bye-laws in accordance with that regulation; but as the Act itself exempts certain classes, we say that by our bye-laws we may take off rates from other vessels which are now liable, but that we must not put them on those which are so exempt.

Mr. Clegam.] It is important that this matter should be understood, because the returns I have made have been drawn up on a different footing. I heard the remark that vessels under 80 tons were not bound to pay pilotage; but now I think, from what has been stated, that if any Bristol pilots had run alongside any such foreign vessels, the masters would have had to pay half the pilotage rates if they did not require the pilots, and the whole rate if they took them on board. Therefore I think it follows, either that these masters have been very successful in evading the Bristol pilots, or that they do not think it worth while to go on board these small vessels.

Mr. Robinson.] This regulation tends to prevent the pilots from forcing themselves on board such vessels.

Captain Beechey.] But by your bye-laws you compel the masters to pay them half the pilotage rates.

Mr. Robinson.] If he forced himself on board, and found he was not wanted, it was thought by providing that he should only receive half the pilotage, that it would make it not worth the while of any pilot to make the attempt where his services were not required.

Captain Beechey.] Mr. Thomas and Mr. Clegam, I have to request you to furnish me with returns of the inward-bound vessels liable to take pilots out of your ports. *Vide (D.) at p. 138 of the Appendix.*

Mr. Brice.] You must have the tonnage also, because it will not follow that they are coasters *ex necessitate*.

Captain Beechey.] I am aware that there are different definitions of what constitutes a coaster by different ports. In Liverpool a vessel is not considered a coaster till she has sailed from that port for six months. It is generally understood, however, to mean a vessel which comes from any one part of the United Kingdom to another part of the United Kingdom. Have you any bye-law on this subject?

Mr. Brice.] I am not aware of any bye-law in Bristol or in the Channel defining what is meant by a coaster; but the Judges have lately determined that a vessel coming from London to Cardiff in ballast, and there taking in a cargo for some foreign port, is held not to be a coaster.

Captain Beechey.] I shall not take upon myself to lay down what is or what is not a coaster.

Mr. Poole.] I heard it said here that a vessel coming from London to load for a foreign port was not a coaster, and I wished to ask a question on that point.

24 April 1864.

Mr. *Clegram*.] What is the practice of the Bristol pilots?

Mr. *Brice*.] It is this: if a vessel came round here in ballast, with a view of loading partially here, and going to Cardiff to complete her cargo, and then going to a foreign port, we should hold her to be a foreign-going ship, and liable to pilotage in and out.

Captain *Beechey*.] If a French vessel arrived here in Bristol from London, for instance, to take in a cargo, would she be considered a coaster?

Mr. *Brice*.] Not under the present law.

Captain *Beechey*.] Are you alluding to the old law, or to the late Coasting Act?

Mr. *Brice*.] When did that pass?

Captain *Beechey*.] This Session.

Mr. *Brice*.] I am speaking of a decision given by the Judges before this Session.

Captain *Beechey*.] What vessels would you consider as liable to pilotage coming to the port of Bristol?

Mr. *Brice*.] All foreign vessels above 80 tons.

Captain *Beechey*.] If they came from one port of the United Kingdom to another.

By Mr. *Brice*.] Yes; provided that they came merely *in transitu*.

Being British ships still?

I think the nation they belong to does not matter; it is the place where they are trading from.

Captain *Beechey*.] Then that is a return I shall want.

Mr. *Clegram*.] I wish to ask Mr. *Brice* whether an English vessel coming in here in ballast, to load for a foreign port, would be liable to pilotage?

Mr. *Brice*.] I should advise the authorities that that ship was liable, and I may say, it is the practice to pay the pilotage for such vessels.—(To Captain *Beechey*.) You asked me a question just now as to the power to establish rates, but it was put aside.

Captain *Beechey*.] I don't think it necessary to go into that matter now.

Mr. *George Cole* (to Mr. *Brice*).] Did you say that there was a bye-law by which you might reduce the rate of pilotage, but not increase it?

Captain *Beechey*.] Was that said here?

Mr. *Brice*.] I never said it.

Captain *Beechey*.] There is a material Act of last year which empowers the pilotage authorities to alter their rates, with the approval of the Board of Trade.

Captain *Drew's* Examination resumed by Captain *Beechey*.

984. You are well acquainted with the Bristol Channel?—I am.

985. If the outer limit for pilots, which is at Lundy at present, were to be abandoned, at what part of the Channel would you establish a station nearer Bristol, which you think would be perfectly safe?—I think between the Nash Point to Porlock, taking the side according to the wind.

986. Will that suit the ships running up Channel?—I think so.

987. Can the boats maintain their place between Nash and Porlock under ordinary circumstances?—The fast-sailing boats may keep their ground there.

988. Do you think it is the tides would prevent their always keeping their ground there?—Yes.

989. If they were carried up on one tide, would they not come back on the next?—Yes.

990. Could

24 April 1854.

990. Could they pass so far up without meeting one of your boats?—I don't quite understand the question.

991. You are thoroughly acquainted with the Channel, and you know as well as any man how far a boat would drift up the Channel, and that ships would be very much inconvenienced by keeping one side; my question is, if there should be a station established short of Lundy, where would you fix that point?—I would fix it from the Nash to Porlock.

992. What do you think of the navigation of the Channel from that point upwards?—There are the Scarweathers and the Nash Sands in the way of running on with safety.

993. Have any vessels ever run upon the Nash Sands?—Yes; I think the Admiralty Yacht went aground there once, with Lord Minto on board.

994. Any other?—Yes; we had a French brig lost there the year before last.

995. If foreigners had to run up that distance, would they be inconvenienced, do you apprehend, by their want of knowledge of the Channel?—Yes, I think so; they would have these sands in their way for one thing.

996. Do you think it would be sufficient for them to go by charts, to find their way up?—No; the tides are against them; a knowledge of the tides is wanted as well as of the shoals.

997. Would it be necessary, if you had a station there, that each pilot should have a separate boat?—No.

998. Could pilots be sent down to Barry and Porlock, and put on board?—Yes; they could be sent to Cardiff, and find their way from there to Barry.

999. Can you give me the value of these skiffs?—£.10,000.

1000. The whole of them?—The whole of them; we have spent 4,000*l.* in new boats in the last four years.

1001. Would they require any material alteration if they had to carry four pilots instead of one?—Not very much; it would be merely to carry the bulkheads, and the accommodation could be given.

1002. If by increasing the number of pilots without increasing the number of boats, each pilot had to pay for the accommodation of the boats, would that occasion any confusion among the pilots?—No doubt, at first.

1003. But you think that could be got over?—No doubt, by a little order and discipline. I am now speaking particularly of the inward pilotage, and not of the outward. If you increase the number on board their craft, there would be a great advantage to vessels entering, but the difficulty is in the outward-bound ships, in getting the pilot out.

1004. But if they went no further than the Nash, there would be no difficulty, would there?—No, I think not.

1005. Are all your pilots capable of a system of rotation, if pilots were established; that is, would it be necessary for the experienced pilots to go with the large ships, or may they go by rotation?—Yes, for any or every class of vessels; they are all qualified.

1006. You spoke of the Customs collecting the pilotage: would you have the kindness to explain your plan?

Mr. Pope.] It was my suggestion, I think, sir. We think it would greatly facilitate matters if the pilotage were paid at the Custom-house before entering in and clearing out; that the pilot should produce a document in the same way that the light dues are paid.

Captain Beechey.] How would the Director of Customs know what pilotage was to be paid?

Mr. Pope.] By the certificate of the haven-master calling upon the parties to pay a certain amount.

Captain Drew.] Precisely as the light dues are levied.

Captain Beechey.] That is comparatively easy, and may be readily ascertained; but your pilotage is dependent upon where the pilot is picked up, and other circumstances which are not always the same.

Captain Drew.] The truth is, sir, that the foreigner now goes free; it is the British ship that pays the pilotage of the Bristol Channel.

1007. (By Captain Beechey.) How is that; is it the difficulty of recovering the pilotage?

24 April 1854.

pilotage?—Yes; it is different with British ships; we can find the owner then; but it is not so with foreign vessels; we can't get at him. We do get the pilotage from them inwards, but seldom or ever the outwards.

1008. What do they do then, when the pilot is discharged?—Oh, they say they have no money, or anything else, to give him; and sometimes they threaten him if he does not leave the ship.

1009. How would you do at the Customs?—The same gentleman at Newport, I believe, receives the pilotage as the light dues.

1010. How far down does that extend?—For the Newport district, and as they must pay through their district there is not much trouble in ascertaining what there is to pay. Mr. Edwards, who is here, can speak to this.

*Mr. Edwards, Shipowner, Examined by Captain Beechey.*

1111. SUPPOSE the pilot runs the vessel aground?—Then the master should get redress.

1012. But is a Frenchman, for instance, to come back?—No; wherever the ship goes there is a British consul, and he can apply through him for redress. I wish to say, as shipowner, that I feel it to be a great hardship because Bristol is on the name of my ship, that I should be compelled to pay for those who do not pay at all, and who take our pilots out with them, and when they get them down to Kingroad threaten to throw them overboard; now if the foreigner had to pay for his pilot before he leaves the port, he would then have to pay as well as Newport, or any other port. If a foreigner gets out to Cardiff Roads, as soon as he gets at the mouth of the river he is free from pilotage.

1013. And you want the law of pilotage altered?—Yes, sir, that is my simple view of the case.

*Captain Beechey (to Captain Drew).]* How do you find it in Bristol?

*Captain Drew.]* The principal part of the foreigners go to Cardiff, but we have frequent disputes with them, and I think Mr. Brittan will tell you that he is frequently called on to sue them.

*Mr. H. Brittan.]* I very frequently have to write to Cardiff, to say that if the pilotage is not paid proceedings will be instituted.

*Mr. Clegram.]* Will you ask, Captain Beechey, whether the foreigner does not often go without a pilot?

*Captain Drew.]* He evades them if he can, but they frequently take one on board.

*Mr. Clegram.]* I say a large number do not employ a pilot, not because they do not want to pay for one, but because they can navigate the Channel without his aid.

*Captain Drew.]* They take somebody else, but they don't pay as much as a regular pilot.

*Vide (E.) at p. 140 of the Appendix.*

*Mr. Leonard Bruton, Secretary to the Bristol Chamber of Commerce.]* I will put in a correspondence between Mr. Cardwell and the Chamber of Commerce and the City Members, on this very subject, from which you will see that Mr. Cardwell promises to give his attention to it.

*Captain Beechey.]* I think I have done with you now, Captain Drew, but if I have omitted anything, now is the time for any gentleman to put questions.

*Mr. George Cole.]* Mr. Edwards, who is here, will give you his opinions, as a man of experience, on the subject.

*Mr. John Edwards, shipowner.]* My own opinion is that the pilotage would be better conducted with a less number of boats. The boats should be of a larger class, very superior to the present ones; at all events, nothing less than 80 tons measurement, I would say.

1014. (By Captain Beechey.) How long have you known the Channel?—From my childhood; I was cradled there, I may say.

1015. Have you commanded a ship?—Yes.

1016. And passed up and down the Channel often in command of a ship?—Yes.

1017. Perhaps

24 April 1854.

1017. Perhaps you can give me your experience hitherto as to picking up boats at the lowest part of the Channel?—Well, for my own part, I used to go out of the way to avoid them.

1018. (By Captain *Drew*.) Was that in a vessel less than 100 tons, Mr. Edwards?—Yes, but I should have had as much confidence in a larger ship.

1019. (By Captain *Beechey*.) My view in asking you these questions is to obtain general information as to the inconvenience or convenience of a ship rounding to any particular part of the Channel; I mean any class of vessels, and at all times; now what would be the inconvenience of having to round Caldy?—It would be all a question between two men, one knowing, and the other not knowing, where he was.

1020. I mean a man who is ignorant of the place, who just knows that there is such a place as Lundy, and was told that there was a pilot at Lundy, and that he might run down there; under the present system it seems that there is no certainty of finding one there, except within 10 miles; now what has been your experience on this subject?—In winter, perhaps, the present class of ships would not get up there, but it would be all very well in summer.

1021. Would they prefer making for Lundy light, or for a station?—The most useful plan, I think, would be to make a station at Lundy; it might be out of the way to call there for a pilot, but not much; there is smooth water there at the west side, and no difficulty.

1022. What do you consider to be the dangers of the Bristol Channel at the outer part?—Coming on the north side, the Helwicks, the Nash and the Scarweathers; there are others besides these, and there are very few winters but we hear of some losses on the coast.

1023. Do you think a vessel should have to take a pilot as far down as that?—It should be optional, of course.

1024. Have you complained of the pressure of the pilotage rates upon you as a shipowner?—I feel it more especially because the foreigners don't pay.

1025. But how would it affect you if they did?—It could be done for considerably less if all the foreigners that come up were to pay.

1026. As to the navigation a little higher up, how far is it safe for a vessel unacquainted with the Channel to run up?—There is no very great danger up to Nash Point.

1027. Do you think any stranger ought to run up to the Holms under ordinary circumstances without a pilot?—Under ordinary circumstances he might; but if he gets up there in a heavy gale with no pilot, there is death in one hand and no mercy in the other for him.

1028. Have you ever known any ships that have brought up above the Holms for want of a pilot?—I have heard of such things.

1029. As an old seaman, I ask you, is it a place to bring up a ship above the Holms?—No.

1030. If a ship above the Patch were to part, would the master be safe in endeavouring to hold his ground?—I think not; he might find his way into Kingroad.

1031. Ought we to have the Channel open to the chance of a ship finding a pilot here; for instance, ought we to encourage a master to run up so far expecting to find a pilot, and then for him not to do so?—I don't think it is safe.

1032. The object of my inquiry is of this nature, that in intimating a place where pilots are to be found in the Channel, we must consider whether we should place it so high up as the Holms as recommended by some parties, and that vessels not finding pilots there should ride at anchor, or get by the Welsh grounds?—I would say a vessel coming up to Lundy could.

1033. The question is, whether the Holms is a proper place to put pilots out?—It would be a very proper place for one station.

1034. Do you know Carnarvon Bay?—Yes.

1035. Well, suppose I appoint a place for Carnarvon, and say that pilots should be stationed outside Carnarvon Bar; if the vessels did not find pilots there, what would become of them?—They would go ashore.

1036. Would you then like to place pilots at the Holms to induce ships to run up so far, and then, perhaps, not to find pilots there?—Well, they would have a better chance there than in Carnarvon Bay, because there destruction would be before them if there was no pilot to be found.

1037. I am supposing that the Channel pilots are up at Pill?—I should think

24 April 1854.

that out of 40 or 50 some of them ought to be found there, because a steam-tug could always take them down.

1038. Do you think the expense of a steamer would tend to diminish the rates?—Well, it might.

1039. Do you think that the Holms would be the place to establish as the outer station?—I think it would be improper to have that for the outer station.

1040. The great object is to provide pilotage, and the question is whether vessels could come on so far as the Holms without it?—Very often in good weather they might; but if the weather was not good, and the master was without a pilot, he would soon find himself on the sands.

1041. Well, what is the next place to the Holms you would think of?—I should say that if there were efficient pilot vessels off the Nash Point it would be a good thing; and in extreme cases ships might go into Penarth Roads.

1042. Do you think a stranger could run into Penarth at once?—I think so; but there would be some difficulty and danger about it.

1043. Have you anything to say about the pilotage?—If all the pilotage was paid before the ships left the port, I am satisfied it could be done for a less rate; one thing I feel is a grievance, and that is having to employ a boat while we have a steamboat in tow; it is compulsory at present to have a boat, and I think it is a nuisance that ought to be got rid of.

1044. What is the boat for?—Perhaps Captain Drew can tell you; I can't.

Captain *Drew*.] It is for the purpose of running ashore in case of the rope suddenly breaking in going up and down. The charge for the boat would be 10s. 6d. for a small vessel of the size Mr. Edwards has been speaking of.

### THE PILL YAWLERS, OR WESTERN MEN.

Reverend *Henry Morehouse*, Vicar of St. George's, Pill.

Permit me to say that I have a memorial from the deputy pilots of Pill, which they have asked me to present this morning to you.

1045. (By Captain *Beechey*.) Perhaps you will tell me who the memorialists are, and what makes them pilots?—They have been in the habit of piloting small coasting vessels, and have been getting their bread in that way almost from the time they were born.

1046. Can you tell me what entitles them to act as pilots?—Nothing but custom, I believe.

1047. Then they act contrary to the statute, which provides that every pilot shall be duly licensed?—No, I apprehend not; that is limited to foreign and large vessels, but with regard to coasters, I believe anybody is entitled to pilot them.

1048. (To Mr. *Brice*.) Have you any clause in your Act which imposes a penalty upon persons acting as pilots without license in the Channel?—

Mr. *Brice*.] I am quite aware, sir, that there are a large number of persons in Pill, from whom the ranks of our branch pilots are recruited, who do in point of fact act as pilots to such vessels as are exempt under our local Act; but it is still a moot question whether a vessel, if exempt from pilotage, can take on board any other than a licensed pilot, and if that question were to be tried, my opinion is that it would be found these men have no right whatever to act as pilots.

Rev. *H. Morehouse*.] I utterly repudiate that doctrine on the part of the Pill men.

Captain *Beechey*.] I find this provision in the Act of Parliament, "And be it further enacted, that no person shall take charge of any vessel, or in any manner act as a pilot, or receive any compensation for acting as a pilot within the limits aforesaid, unless authorised by license under the seal of the said mayor," &c. Now, I believe these men are acting entirely without authority, and I don't see myself how they can have any grievance.

Rev. *H. Morehouse*.] I think there is a clause in the Act exempting coasting vessels from pilotage.

Captain

24 April 1854.

Captain *Beechey*.] No doubt of it, but if any person does take a pilot in the Bristol Channel, whether exempt or not, it must be as stated by the Act, a pilot authorised by license under the seal of the mayor and corporation of Bristol.

Rev. *H. Morehouse*.] I have been at Pill now between 30 and 40 years, and when I first went there these men had a printed document to show that they were qualified to take charge of coasting vessels; but of late years this has not been the case; I can't say from whom they had these papers, but I have seen them over and over again.

Captain *Beechey*.] As you advocate the cause of these men, will you say under what authority they act.

Rev. *H. Morehouse*.] I can't do that, but I feel for them as part of my flock; these men are all my children, as well as the branch pilots.

Captain *Beechey*.] I don't think, without you show me some authority for these men acting, that I can entertain their case. It seems to me by the Act that any person acting as a pilot in the Bristol Channel, not being duly licensed, is liable to a penalty of 10*l.* for the first offence, and for the second offence any sum not exceeding 20*l.*

Rev. *H. Morehouse*.] You will find that these men believe they are fully entitled to act, and it will be said by others that they have as much right to pilot these vessels as the branch pilots. What the law may be on the subject I don't know; but that is the general impression.

Captain *Beechey*.] I am very much obliged to you for pointing out the case of these men to me; but, however desirous I might be of affording them any assistance, it is clear that I cannot, because no one ought to infringe the law, and it is evident that these parties are doing so.

Rev. *H. Morehouse*.] The other pilots never look at these small vessels, by piloting which these men earn their bread; they cannot do so in any other way, and if it is to be pronounced illegal, what is to become of them?

Mr. *Brice*.] I am not here, sir, to find fault with these men, or to say that they are not qualified to take up certain vessels. The authorities here have not been disposed to interfere with them, and as vacancies have occurred in our staff of pilots we have received applications from these parties, and taken the best of them to fill them up. But probably Mr. Morehouse is not aware that there is a manufactory of forged licenses at Pill, and that there are issued copies purporting that the holder has passed the examination at the Merchants' Hall; that these men, or some of them, have acted as branch pilots under these pretended licenses, and that it is upon such documents that foreigners have been imposed upon. Now, after this, it will not appear strange that the authorities do not consider that these parties deserve any great amount of consideration; and I may add, sir, for your information, that this offence has been brought clearly home to the party in one instance, and that he has been very severely punished.

Rev. *H. Morehouse*.] I am quite aware of that instance; but after 35 years' experience, I am not aware of the conviction of more than one person of this offence, and that one being convicted was very properly sent to gaol. If, however, there has been only that one instance, it speaks more to the character of these men than against them, and shows that out of such a number, and for such a time, only one of them has been proved guilty of this fraud. Possibly, out of all the people in Bristol there may be one or more who have been guilty of forging bank-notes, but we should not therefore charge all the men of Bristol with being forgers.

Captain *Beechey*.] With respect to the general question before us, I am of opinion that these men have all been liable to a penalty under the 47th of George the Third, chapter 33.

Rev. *H. Morehouse*.] If it be so, I have not another word to say.

Captain *Beechey*.] If it is not, it is incumbent upon you to show it.

24 April 1854.

Rev. *H. Morehouse*.] I saw these licenses of which I have spoken, I am sure.

Captain *Beechey*.] Perhaps they were some of those forged ones of which we have heard.

Captain *Drew*.] I think I can explain this matter. In time of war it was customary for the haven-master to grant certificates to 250 men, and then the ships were brought up not by steamers, but by 80 or 100 men. I saw as many myself with the "St. Vincent," besides the boats and horses. In those days these men were annually registered, and they paid 1*s.* for a kind of certificate, which gave them a preference, and which was a protection to them. These men were in the Sea Fencibles, and this document was not a license, but a protection to them.

Captain *Beechey*.] It was not a license to pilot ships, then.

Captain *Drew*.] Not the least in the world.

Rev. *H. Morehouse*.] Do you say that was in the time of war.

Captain *Drew*.] Yes.

Rev. *H. Morehouse*.] The war was over when I came to Pill, and for many years after I saw these licenses, which spoke of their qualifications. Now you don't want any qualifications to enable a man to pull up these ships, or at least any such qualifications as to require a certificate.

Captain *Drew*.] I went to sea in 1812, and the war went on till 1815, and all I know is, that during that period these certificates were in existence.

Captain *Beechey* (to Rev. *H. Morehouse*).] Unless, sir, you can find some authority for these men acting as pilots, their case is not a grievance, and I can't interfere in it.

Mr. *George Cole*.] Previous to the alteration of the rates and management in 1853, to find a pilot in rough weather at Lundy was the exception and not the rule. The ships were then boarded by these men, who are called Western Men, and the captains undertook to pay them a proper rate for their services till they fell in with a regular licensed pilot. I have done so myself several times with these men, upon condition of their leaving in the manner I have mentioned; but since the alteration of the rates, the regular pilots are generally to be found at Lundy, that is, since the haven-master has had the power to send the men down from Pill.

1049. By Captain *Beechey*.] Have you been often up and down the Channel? —Yes. I am a shipowner, and not a nautical man myself.

1050. You say your ships have taken these men; why did they take them? —Because they could not find a licensed pilot.

1051. Then you think it necessary to have a pilot as far down as Lundy? —Yes; my captains took these men on board, and were very glad to get them in there.

1052. Do you think they are as competent as the licensed pilots? —Some of them are, no doubt.

1053. Is it the case at present? —No; the captains now obtain the regular pilots at Lundy.

1054. Do they consider it necessary to do so? —Yes; in rough weather they consider it necessary to get a pilot after passing Lundy as soon as possible.

1055. Do you insure your ships? —To a certain extent; I never insure more than half.

1056. Do you think if the pilotage in the Channel was done away with to a certain extent, there would be an additional payment for insurance? —If the rates were done away with altogether, there would, no doubt, be an increase of the insurance; but we think that if the boats were reduced in number, and a larger class put on, there would be a reduction.

Rev. *H. Morehouse*.] I can say that these men have sued over and over again for services rendered, and that they have recovered many a vessel which would have been lost but for them.

Captain



Captain *Beechey*.] No doubt these men have rendered assistance in the Channel; but it is equally clear that they have been acting without authority, and that they have made themselves amenable to the law by so doing. If you could show me that they had any license or power to act, their case would be different.

24 April 1854.

Rev. *H. Morehouse*.] I saw an exemption in their favour most distinctly in the Act of Parliament.

Captain *Beechey*.] Well, having understood who and what these men are, I will now read their memorial. (Annexed).

*Vide* (F.), at  
p. 142 of the  
Appendix.

Now, Captain *Drew*, I will ask you, are not these men eligible to be appointed pilots if they present themselves before the authorities to be examined?

Captain *Drew*.] They are; we have some of them in the service now. When there is an election, those that are eligible are chosen, and those that are not rejected, the same as any other men who may offer.

Rev. *H. Morehouse*.] Let me ask you, Captain *Drew*, if it is not perfectly well understood that no Western man will be permitted to become a pilot?

Captain *Drew*.] No; in direct contradiction to that, I may state that a man awaiting the result of the examination, and if found competent, is recommended by the Society of Merchants, and I have no doubt he would succeed in getting appointed.

Rev. *H. Morehouse*.] I suppose you know a man named *Rowe*?

Captain *Drew*.] There are two or three of them.

Reverend *H. Morehouse*.] I say it is perfectly understood, at all events by those men, that it is no use for any one acting as a Western man to apply to become a Channel pilot. It is understood that the branch pilots are only made from those who act with the branch men, though there may be a chance exception.

Captain *Drew*.] There is a bye-law as to the qualifications requisite for becoming a pilot, and I will read it. He must not be under 25 or more than 45 years of age. The rule is, "That no person who has not served an apprenticeship to a pilot in the Bristol Channel, or has not been employed in cruising to the westward in the skiff of some pilot for seven years or upwards, or who shall be under 25 or more than 45 years of age, shall hereafter be deemed qualified to become a candidate for the office of a pilot for the navigating ships and vessels to and from the port of Bristol." Any person with those qualifications, who passes the examination, may become a pilot.

1057. (By Captain *Beechey*.) When a man presents himself for examination, do you ascertain whether he is capable of providing himself with a boat?—If they are called upon to find a boat, they are obliged to do so. We have some with half instead of a whole boat, but we find it does not answer.

1058. Why does it not work well?—They are a very strange race to control are the pilots. Mr. *Morehouse*, I think, will bear me out there. If there are two of them in a boat they start out together; one of them gets a ship and brings her up and then comes home. It may be a week before the other gets a ship, and when he comes back with his boat to take his comrade out again, he must have his holiday before he starts, and in consequence as much as 10 days is sometimes lost in this way.

1059. But you, as haven-master, can order them back?—Yes, if they were required, I should order them to sea.

1060. If the suggestions of Mr. *Edwards* and Mr. *Cole* were adopted, and we were to have boats of 80 tons put down at the mouth of the Channel, would there be found persons who would build such boats and receive the pilots on board, after the manner of the Liverpool pilot boats?—I think not; I think our system the best; it spurs the men on and gives them energy.

1061. At Liverpool the pilot masters own the boats. Now, suppose one of the branch pilots here should be induced to exchange his skiff and buy a larger one, do you think he would receive pilots on board on receiving a certain agreed amount

24 April 1854.

for the accommodation?—I think not; in the first place, I don't think they have much money to spare to get the boat.

1062. These Western men, if they were competent to pass, and you required a larger number of pilots, and had boats capable of containing half a dozen pilots on board, to be owned by one or more of them, would there be any objection to that?—Yes; I think they should pay so much out of the pilotage.

1063. If there were a larger number of pilots, do you think the stationary boats would answer the purpose?—I understand you think they need not run down farther than the Nash.

1064. In endeavouring to provide for the necessities of the Bristol Channel, it is necessary to look to all these points. If the western limit be at Lundy, it would be necessary to have pilots there at all times, so that shipowners should not have cause of complaint at any time. Now, it is a suggestion offered by Mr. Cole and Mr. Edwards, that the present staff of pilots would work well, adding to them some of these men, and some from the Swansea, Newport and Cardiff districts of the Channel, and to have them on board their stationary boats, paying for the use of the vessels. The only difficulty appears to be in having two establishments, the one to take out and the other to board, and I want to see if a plan cannot be devised to obviate that difficulty. I am putting as a hypothetical case that there should be a comparatively small portion of these large boats on the line from Combe to Caldy, with full a dozen pilots on board; that there should be skiffs, and a similar class of boats at the inner station with their own pilots on board as at present, to pick up all the vessels that passed the outer line. What do you think of that plan?—I think that with the outer boats stationed in the line you have mentioned there would be a chance of all vessels being caught coming up.

1065. Then, in going down, let the pilot be got rid of at Morte Point, having the whole pilotage out, and he would then have to find his way back to Pill, or he might be landed at Barry Island?—Yes, I agree with that.

1066. Do you think that would be a good plan?—I do.

Captain *Beechey* (to Rev. *H. Morehouse*).] You will observe, that if these suggestions are carried out, there would be a number of pilots wanted.

Rev. *H. Morehouse*.] I have no doubt that many of these men will be found quite as well qualified as the branch pilots.

Captain *Beechey*.] I think I may say, though it is not necessary for me to do so, that there will be no objection to their coming and offering themselves for examination as pilots, and that there is no desire to interfere with any authorised privileges which they have at present, as far as I know, but I must also say, that it does not appear to me that they do possess any legal rights whatever.

[Rev. *H. Morehouse* then withdrew.

Mr. *Brice*.] I should like, sir, in the subsequent part of this inquiry, to be guided by an expression of your opinion as to the course you think it would be advisable to pursue. If you should consider it desirable, I will go on; if not, I am quite ready to leave the case as it now stands. If you wish it, I am prepared to give evidence in the shape of returns or statistics; but probably it would be the most convenient course for you to hear one or two practical men, who have been in the habit of navigating the Channel, and one or more of the pilots whom we have here. After that, we shall be ready to call any other evidence you may require, or to fall in with any other suggestions you may offer.

Captain *Beechey*.] I shall be very happy to hear the opinions of any experienced persons.

Mr. *Brice*.] I will call Captain Hyde, then, and leave him to you, sir, after putting two or three questions, as being far more competent to conduct such an examination than I am myself.

Captain *Beechey*.] I should wish, as you have been present during the whole of the evidence, and as some statements have been made which affect the present system throughout the Channel, that you should bear those points in mind, and call such evidence before us as you think necessary to refute or to

24 April 1854.

to substantiate those statements. Having put these matters upon that ground, I also deem it right that you should, if you have any suggestions to make as to improvements upon the present system, do me the favour, on the part of the pilotage authorities, of representing those suggestions to me. In coming down here to inquire what is best for the general purposes of this estuary, I am anxious to be guided by the opinions of places like this, and by the view which they take of the present system, and I feel persuaded that it will be in the power of the bodies on whose behalf you appear to afford me much valuable advice.

Mr. Brice.] Sir, I quite concur in the observations which have fallen from you; and as you leave me to pursue the course I think best adapted to the end you have in view, perhaps I cannot do better than call Captain Hyde before you, and he will give you his opinion of the present system of Channel pilotage. It is not my wish, sir, to prove, nor do we say that the present system may not be greatly improved, and matters that have passed during this inquiry have convinced me that it may be. All we wish is, that you may have an opportunity of forming the best opinion as to what that improvement shall consist in. With that object I shall give Captain Hyde to you, and with that object only, because I think the evidence on the other side has failed, and it is not my case to make out the contrary of what has been attempted to be proved. If we were in a court of justice, I should be quite content to leave the case as it stands on the evidence of Captain Drew; but as you, sir, require further information, I will now tender Captain Hyde.

Captain Hyde, Examined by Mr. Brice.

1067. HOW long have you been practically acquainted with the Bristol Channel?—Nearly 40 years, as a master in sailing coasters and in steamers.

1068. How long have you retired from the service?—About two years.

1069. I may assume now that you are open to answer any questions Captain Beechey may put to you as to the Channel pilotage?—I am.

1070. And that, of course, you have had ample experience?—I have.

1071. (By Captain Beechey.) Have you commanded any square-rigged ship?—Not as the master.

1072. What has been your trade principally?—For the last 20 years, the coasting trade to Dublin and Cork.

1073. In a passenger steamer?—Yes.

1074. Give me your opinion as to the facilities for the navigation of this Channel, so far as connected with ships entering and departing—how far you think pilots are necessary or otherwise?—I think pilots are highly necessary for ships entering the Bristol Channel, on account of the tides running in two directions; for instance, the north side and the south; and ships coming in north cling to the north shore, and very often take a tack full on the eastern buoy. I recollect a Government steamer coming up from Milford to Bristol, and the captain steered what he conceived to be the Channel course, and instead of making an east-east course, he made an east course, and ran right on the Nash Sands.

1075. What ship was that?—The “Firebrand” steamer, I think.

1076. Had she a cheap pilot on board?—No; I think it was a branch pilot. On another occasion I recollect a man passing Lundy Island, and shaping what he thought an east-south-east course; but the tide set in, and he made a south-east course, and was lost in Morte Bay. Therefore it requires a practical knowledge of masters to know the sets of the tide, and a pilot is most essential in those cases. I have known several other instances where, from the want of practical knowledge to know the sets of the tides, vessels have been lost or injured.

1077. Is that the principal difficulty in the navigation of the Channel?—There are several dangerous banks. There is, on the Welsh coast, the Scarweathers, a most dangerous place; the Helwicks, and the Nash; three on the Welsh coast; then on the south there is the Culvers, and, worst of all, the One Fathom Bank.

1078. Do you think a man with a good chart can navigate his ship with safety up as far as Barry?—If it is fair weather, I think he may, but not without, because he would not have sufficient knowledge of the sets of the tides.

1079. Do you know the set of the tides?—I do.

24 April 1854.

1080. What is a safe part of the Channel for a ship to haul in and look for a pilot?—I should say Lundy Island.

1081. Above that, how far up?—He might sometimes, at tide-time, call in at Ilfracombe.

1082. Outside or above that, do you think it would be safe to tell masters that they would find a pilot at the Holms?—I should not think that at all.

1083. Would it be a good place to run to to pick up a pilot?—I should think it might, sometimes.

1084. I speak of all times?—There is a very awkward patch about three-parts of a mile off the Holms.

1085. Could they, if they did not find a pilot at the Holms, run up with safety to Kingroad?—There would be a risk, certainly.

1086. Then do you think it safe almost for a man to run up by his own chart?—It is safer to the east than to the west, and the charts are very good now; it would be easy in fair weather to do it, but the great puzzler would be in dark weather.

1087. Do you know when to alter your course in that Channel for Walton?—Yes; we generally keep the time exactly, and alter the course by the running.

1088. I suppose you have good watches?—Yes.

1089. Did you ever see the Usk Light up there?—Yes, very often; sometimes nearly from the Holms.

1090. How would it be in the night-time?—I think a ship might be run up; but I think a pilot would be always necessary in case of hazy weather, because he has superior charge, and is a man you can depend upon.

1091. Now, if we had a shorter pilotage established, where should you like to establish a set of pilots across the Channel, keeping clear of the Scarweathers and the other points?—The most proper place would be between Horestone Point on the south side, and Nash to the north.

1092. Do you think there is room there?—Certainly; there is room for a ship to keep in a good position and ride the tide out.

1093. How many miles do you think a ship would be carried up by a strong tide?—I should say from 14 to 15 miles; the tide runs from 3 to 3½ knots down there.

1094. Which side of the Channel from Lundy Island did you enter in your trade?—In the last 10 years, going to Dublin, on the north side.

1095. In running up that part of the Channel, do you ever see any Bristol pilot boats?—Very often.

1096. Whereabouts?—Not over the north; but when we come west we very often see them standing out.

1097. When you come round by Caldy and the Helwicks?—I don't see any there; it is not their cruising ground unless they expect ships from Liverpool.

1098. In going out from the inner part of the Channel, from the Holms and so forth, where would be a convenient part to land the pilots at?—Below the Holms, blowing hard, I don't know any place except at Ilfracombe.

1099. If you were with a square-rigged vessel, bound out, how far would you go with your pilot?—I should like to see Lundy Island, and take a good departure; I think the proper station would be Lundy Island.

1100. Would there be any difficulty in hauling in at Ilfracombe?—A good deal, on account of its being a dry harbour; and the sea sets in so tremendous sometimes, that a boat could not get out.

1101. Can you land at Lundy with a strong east wind?—It is rather a bad landing then, but you can land.

1102. Do you know Swansea Bay?—Yes.

1103. Is not that a very safe place to navigate?—No, it is very dangerous; there is the Green Ground above the roadstead about a mile; there is only one little bit of a place in Mumbles Bay where to anchor, and that is about a mile off.

1104. Can a ship bring up there at any time?—When the wind is west.

1105. Is it a place a man coming into the Channel could take his own ship in?—No, I think not; there is one place there which is not generally known to strangers.

1106. Outside the Mumbles from the Helwick Light, and from the end of the Nash, how is all that bay; quite free and safe from danger?—It is very bad.

1107. Is

24 April 1854.

1107. Is it very open?—You could stand in there within half a mile of the Mumbles.

1108. Now a stranger, a Frenchman for instance, bound to the Mumbles, could he take his ship right in at any time?—If he knew how to avoid the Mixon Sands.

Mr. Thomas.] The chart describes the mode of avoiding the Mixon.

Captain Hyde's Examination continued by Captain Beechey.

1109. If you were in hazy weather, is there any danger in approaching Swansea Bay from those shoals or not?—I think there is a good deal of danger; because you see broken water there, which is very often mistaken for breakers, and may alarm you.

1110. My question goes to this: do you think strangers would be induced to run into Swansea Bay without any pilot at all?—I don't think they would without a pilot.

1111. How are the tides there; do they annoy you?—No, they run very regular there; more so than in any other part of the Channel.

1112. Have you been in Penarth Bay?—Yes; it is a more easy navigation than Swansea Bay.

1113. Do you think a stranger could take her round Larry Point?—There would be some difficulty in that.

1114. Suppose it was night-time?—If it was night-time, and he could see the Holm's Light as a guide, he might take her into Penarth Roads if it was tide time, but not otherwise.

1115. (By Mr. Thomas.) In reference to the approach to Swansea Bay, were your answers with reference to the bay, or the Channel, which you must traverse?—I allude to the bay, of course.

1116. I think the breakers you spoke of only apply to the bay?—I did not say breakers; I spoke of broken water inside the bay, not in the Channel, coming up.

1117. You say you know the anchorage ground off the Mumbles?—I do.

1118. You said something about there being only one little bit of a place where vessels could bring up with a good anchorage. I suppose the knowledge of that is better known to Swansea pilots than most others?—Yes, I suppose it is.

1119. In your opinion it is necessary to have rather a distinct knowledge on these matters?—Yes; every one ought to have a personal knowledge of the place to anchor a vessel.

1120. The principal dangers outside the bay you say are the Mixon and the Helwicks. The Helwicks are now lighted, and I suppose that danger is removed?—Very much so.

1121. And the Mixon is close to the lighthouse, is it not?—It is; but it is very deceiving at night.

1122. Which do you think the most likely man to pick up a vessel off the Mixon, a Bristol or a Swansea man?—I should say the Mixon is out of the Bristol men's district; they don't go there to look out for vessels.

1123. (By Captain Beechey.) In approaching the Mumbles, is there any danger outside likely to bring the ships up, before they could get to the Roads?—Only the Helwicks and the Mixon.

1124. Perhaps there may be something higher up?—Yes; if she gets above Swansea Bay it is very dangerous, if you are at the east of the Green Grounds.

1125. (By Mr. Thomas.) The set of the tide is into the bay, is it not?—Yes, it is.

1126. (By Captain Beechey.) Tell me what do you mean by Swansea Bay, because I am kept rather in the dark about it?—From Mumbles Head to Scarpoint, inside the Mumbles.

1127. Then your observations have been confined to Swansea Bay, as confined within those limits?—Yes.

1128. Mr. Thomas wants to know whether Channel pilots are wanted outside of that district, or any ships coming into Swansea Bay, do they require a pilot before Swansea Bay?—To a stranger I should say it was most essential to have a pilot on board; ships coming in generally make Lundy Island, and if they fly a jack there, they would take a pilot to Swansea.

24 April 1854.

1129. If you were a stranger, where would you like to meet a pilot?—Off Porth Eino, between the Helwicks and the Mumbles Head.

1130. Suppose you were coming down from Kingroad, and wanted to go into the Mumbles, where would you like to pick up one then?—As soon as you rounded the sands, you would want a pilot immediately.

1131. Can you round those sands by yourself?—Yes, I think so.

1132. You mean to say, that with your experience of the Bristol Channel, a man may go without a pilot till he gets into these inner parts?—Yes, if the vessel is of easy draft.

1133. How are the soundings?—They are very good and correct in the Bristol Channel.

1134. Could you keep clear of the Fathom Bank?—You may by paying good attention to keeping true soundings.

1135. And can you keep clear of the Nash and the Scarweathers?—You can.

1136. And of the Culver?—Yes.

1137. Do you think seamen are as good leadsmen now as they used to be, from your experience?—I don't think they are.

1138. Are steamers favourable to that kind of practice?—I think they are; we always keep the lead well to, and go slower, generally, to get true soundings.

Mr. Brice.] I have four of the best pilots we can get here, sir, and I will now call one of them, and leave him to your discretion.

*Clement Harris, Examined by Mr. Brice.*

1139. YOU are one of the branch pilots of Bristol?—Yes.

1140. How long have you been so?—For 33 years.

1141. Are you competent to navigate any vessel that enters to any port of the Channel?—Yes.

1142. You could take a vessel to Swansea, Cardiff, or Newport?—Yes.

1143. And you are generally capable to take a vessel to any port or place of the Channel?—Yes.

1144. By Captain Beechey.] Does your branch authorise you to do that?—Yes.

Mr. Brice.] The words of the statute are very precise. The pilots are authorised thereby to navigate “the whole of the Bristol Channel to and from the eastward of Lundy Island, and the several ports, harbours, and creeks belonging to and running from the same.”

*Harris's Examination resumed by Captain Beechey.*

1145. Tell me your opinion of the Bristol Channel for strangers entering it; how far up do you think a stranger might with safety, under all circumstances, navigate his vessel?—I should think, if he could get a pilot, at Lundy is the best place for him.

1146. But how far do you think he might proceed with safety beyond Lundy, if he had a chart?—If he was not acquainted with the tides, he would find it awkward to get up further; he might set on the north, or go over on the south side.

1147. Would not the chart tell him he was getting in the shoal way?—Yes.

1148. Then a man of prudence would keep out, would he not?—Yes.

1149. With his lead, and a good helmsman, notwithstanding he might see a light, do you think he might go on?—I think there would be a risk in running up, without he was perfectly acquainted with the Channel.

1150. Where would the risk commence?—Either side of the shore.

1151. But he has 30 miles from one side to the other?—Yes, he has.

1152. Don't you think he could steer within 30 miles?—There is the cross tides.

1153. But don't you think he could tell by his soundings whether he was getting into danger?—Yes.

1154. Could he not run up with safety all the way up to Kingroad?—I would not recommend him to go so far as that.

1155. How far do you think he might go?—He might go to the Nash Point, if he kept his ship in deep water.

1156. If

24 April 1854.

1156. If he got there, and did not find a pilot, and had a west wind, could he hold his ground?—No; I should think he would drift up to Barry in a flood.

1157. Do you ever in going into Swansea Harbour, before you reach the Mumbles, and the ship is coming from sea; is it quite an open place, so that a stranger might find his way in by his lead?—I should not consider it very safe to run for it, if he could not see it.

1158. Do you ever have thick weather in the Bristol Channel?—Yes, a good deal in the winter.

1159. Then a stranger would require to go by something more than he can see. Is it sufficiently easy for a stranger to run for the Mumbles Head in thick or misty weather?—I should not like to run for it if I could not see a mile, and have daylight for it.

1160. Are you speaking of yourself, or of a stranger?—Of myself.

1161. I am talking of a stranger?—I should not recommend it then.

1162. If I sent a ship from London, and said to the master, "Don't you take a pilot till you get to the Mumbles Head," do you think that would be right?—I should not like it.

1163. But is there any great necessity for a pilot before you get to the Mumbles?—I should like one at Lundy if I was a master.

1164. Do you think it necessary?—I do.

1165. Are the set of the tides inside the Mumbles fair and straight, so that a stranger may know how to go very well?—Yes, I think they do run pretty well.

1166. Now, higher up, suppose a man had not found a pilot till he came to the Holms, what sort of a place is that to look about for a pilot?—If he was not a stranger, and knew the Holms, he might bring up there; he would not attempt to run, on account of the sands.

1167. Is that a good place for a vessel to ride?—Pretty well; it is not a place I should recommend.

1168. Do you think pilots are necessary before you come to that point?—I should say a good way below.

1169. Where, do you think, is the first place where there is any danger?—I should think as great a danger as any is from the Nash Point to the Holms; and there is the sands on the Welsh coast before that.

1170. In going out from Kingroad and running down, a man bound for St. George's Channel, where do they land their pilots?—Generally at Lundy Island, going down, to the north of Lundy; but we take a boat with us.

1171. Do you know Barry Harbour?—Yes.

1172. Is that a place where boats could easily get in and out?—No; it is a nasty dry place, and fit for nothing almost.

1173. Is there any other part of the coast down there where boats can land conveniently?—Not without it is very smooth, and a very small boat to land in.

1174. Have you got a pilot boat?—Yes.

1175. Are you the owner?—Yes.

1176. What size is she?—Thirty-five tons.

1177. What crew have you?—Two men and a boy.

1178. Are they pilots?—No; I have another pilot in my boat, besides the two men and the boy, who goes with me.

1179. How do you do, you two pilots, when one is put on board; do you run up or down?—I wait down, and the other man waits at Pill till I come back, and then we both go out again together; we always go out together, though we don't come in together.

1180. What does that boat cost you from year to year in wear and tear, and keeping it in all ways; for instance, taking into consideration new sails, new rigging, and such like things, painting, &c.?

Mr. Brice.] If we take his total amount of receipts, sir, we find them to be 240 *l.* per year; then, for the two men's wages, deduct 90 *l.*; victualling the men, 54 *l.* 15 *s.*; wear and tear of the boat, 20 *l.*; making a net profit to him of 75 *l.* 5 *s.* out of 240 *l.*

1181. (By Captain Beechey.) What is the insurance?—I am not insured; the insurance of a boat is 5 *l.* 5 *s.* for 100 *l.* She is insured for that by my partner.

1182. Did you intend this 54 *l.* 15 *s.* for victualling the men to include your part only, or does it belong to the boat?—That is the expense of the boat, and the men are paid by the boat.

24 April 1854.

Mr. Brice.] That is important, sir; one half these expenses comes to him, and the other half to his partner, because he has earned as much.

1183. (By Captain Beechey.) That will make your earnings about 158 l.?—Yes.

1184. Have you ever taken any French or foreign vessels out to sea?—Frequently.

1185. How have they paid you?—The same as others.

1186. Did they give you the money, I mean?—Sometimes money, and sometimes an order.

1187. Are the orders always paid?—I have never lost anything by them yet.

1188. How does it happen that so many vessels escape the pilotage of this Channel?—They run away out of the course very often, I believe.

1189. How is it the pilots allow them to?—We can't see them sometimes; they go away to the north.

1190. Do you think if some other vessels were stationed off there you would have a better chance?—No; I don't think any more boats would have more chance of catching them.

1191. Then is there no way of detecting them?—I don't know of any.

1192. Suppose you had two stations, and these ships run through one of them, the other might pick them up; how would that be?—I don't know; we have been after them at Minehead and Ilfracombe, and yet they get away from us.

1193. Since the pilots are deprived so much of their chance by these vessels evading them, what would you suggest to be done?—I hardly know.

1194. Suppose you were the haven-master, and could put boats where you liked?—I don't know any better station than Lundy.

1195. Then they would run by as they do now?—Well, I suppose they would.

1196. Then you think it a hopeless case?—I don't know.

1197. You can't improve the state of things as it is at present?—I can't; I don't think the Channel can be better guarded than it is at present.

1198. Can you account for so many running by you?—No, I can't; some of them, I believe, try to do it; and if they see anything of our boats, they try to get out of the way of us.

1199. Suppose the masters of vessels were to be exempted from taking pilots, that is, all those who knew the Channel, would you know such vessels?—(No answer).

1200. Perhaps I am not quite clear, last year an Act of Parliament was passed, enabling the pilotage authorities to exempt vessels, under certain circumstances, from pilotage; what I ask you is, whether you would soon know such vessels?—Yes.

1201. The masters and mates who could pilot ships themselves might, if the authorities thought proper, be exempt from pilotage. Now, if the Bristol authorities were to do that with certain ships, might it give rise, do you think, to confusion, by other ships saying they were licensed, and you could not board them; would that be so or not. In the course of your experience, would these licensed vessels soon be known to you, so that you could detect the persons who were trying to evade you by saying they were licensed?—I should think it might.

1202. Do you think, under this plan, the pilotage could be evaded to any great extent?—It would take us some time to find out who was licensed and who was not.

1203. With a moderate degree of knowledge of the Channel, would masters, under ordinary circumstances, be able to conduct their vessels with safety up to Kingroad?—I should not recommend them to do that; I think it requires a man of considerable experience to carry his ship up at all times.

1204. Do you think he might to Newport?—Yes, I think he might.

1205. Do you think it a more difficult navigation to Kingroad than to Newport?—Yes, I do.

1206. What accommodation have you in your vessels for pilots?—A little cabin and a little forecastle.

1207. How many do you think you could take in?—I should think six, very well.

1208. Suppose the pilot authorities should wish you to receive on board pilots,  
as



24 April 1854.

as a matter of convenience, so that ships should not be detained, would you be satisfied with a certain remuneration?—Oh, no; we never allow a ship to be detained if we can take the pilot.

1209. What do they pay you?—We don't make any charge; we do it for each other.

1210. Do you share with your brother pilot the pilotage?—We share all we get.

1211. Do you think a large ship requires a more experienced pilot than a small one?—I don't say about that.

1212. If you had six pilots on board your ship, and met a heavy ship wanting a pilot, would you put out a young man whose turn it was to go, or the man of most experience?—I should think the young man could do as well as any of them.

1213. Then the rotation system, you think, would be a good one?—Yes; I should say so.

1214. Are you acquainted with the men called Western men?—They are called yawlers.

1215. Do you ever meet them down west?—Yes, sometimes.

1216. How far?—Down as far as Lundy.

1217. What do they do there?—I don't know; that is what I always wanted to know.

1218. Have they any license?—No, I don't think they have.

1219. Have they never shown one to you or any of your friends?—No.

1220. Are they qualified to bring ships up?—Not many of them.

1221. Are any of them?—I don't know any of them; I see them cruising about down there.

1222. Have you ever met them in charge of a vessel?—Yes, at Ilfracombe.

1223. Any higher up?—Yes, at the Holms.

1224. Have they ever run any on shore?—Not that I know of.

1225. Are they not a very useful body of men?—Not to us.

1226. Not to you pilots, you mean, but to the ships?—I don't recommend them.

1227. You say a great many ships escape you at present; now you know that two are better than one, and if you had more boats you would be more likely to catch them?—Well, perhaps we might.

1228. What is your experience of these yawlers as to their bringing up ships?—I can't say but very little about that; they are men that I don't know, and don't want to.

1229. It has been suggested that Lundy Island would be a good station for pilots to reside at, that they might be always at hand, and their boats cruising about there; what do you think of that?—I don't know; at times they can't ride there.

1230. But suppose you had some good houses there like you have at Pill, and some good four-oared boats to pull off with?—I should hardly think that would answer.

1231. Suppose you had some boats like the small Gloucester boats down there?—They would not do.

1232. Why not?—Because in a strong gale of wind they would never be able to go off.

1233. Would it not be convenient to take pilots out there in running down?—Sometimes you can't get off or on with a south-east wind.

1234. Can't you land at all there with a south-east wind?—You may land there, but it is not pleasant to do it.

1235. Have you any apprentice?—One, sir.

1236. What does he cost you; is he included in the return?—He is one of the crew, but it is not all entered in that return.

1237. Do you find him in clothes as well as victuals?—Yes.

1238. What does he cost you a year in clothes?—£.7 or 8*l.*, I suppose.

Captain *Drew* re-examined by Captain *Beechey*.

1239. What is the charge of an assistant pilot for?—He is necessary for vessels above 300 tons passing up and down the river; 10*s.* is charged for his services. We then have one pilot fore and aft; we feel it necessary at the dock gates and in coming round the sharp curves of the river to have a man on the look out aft as well as forward.

286.

O

1240. You

24 April 1854.

1240. You have boatmen, I see, besides?—That is in the case the ship should require another warp; I have been five times out in a steamer in going up the river.

1241. You have then river pilotage, 1*l.* 10*s.*; boat and men, 1*l.* 1*s.* 9*d.*, and the other charges you have before stated. Now, could we not reduce some of those charges?—I am satisfied the boat and men are necessary.

1242. Is the assistant pilot?—I consider it so.

1243. Which of the two pilots has charge in going up?—The first pilot; he is responsible for anything that happens.

1244. (By Mr. *Clegram.*) Are these compulsory charges on the River Avon?—Quite so.

Captain *Beechey* (to Mr. *Thomas*.) Have you anything to ask?

Mr. *Thomas.* No; I shall not ask him anything.

Mr. *Richard Poole King.* I wish to state, sir, as the owner of several vessels trading for the last 30 years to the coast of Africa, that the captains of these vessels, though all of them brought up in Bristol, on their arrival at Lundy, are very much disappointed if they do not find a pilot, and in going down it is the same with them; they all like to have a pilot with them.

Captain *Beechey.* Is it any grievance to the shipowners to have to pay for this pilotage?

Mr. *R. P. King.* No; I think it very important to our trade.

Mr. *Clegram.* Is it your instruction to the masters to take a pilot, or is it their own opinion that one is necessary?

Mr. *R. P. King.* I think it is the opinion of all our masters.

Mr. *Clegram.* Are they open to do it, or not, if they please?

Mr. *R. P. King.* Decidedly, but I think they are of opinion that the insurance would be affected if they did not.

Mr. *Brice.* We had better have this put on the notes, I think, and I will therefore examine Mr. *King*.

Mr. *Richard Poole King*, Examined by Mr. *Brice*.

1245. I BELIEVE you are one of the largest shipowners of the port of Bristol?—Without saying as much as that, I may state that we have 16 vessels engaged in the African trade, and they average from 150 to 300 tons.

1246. (By Captain *Beechey*.) As a shipowner of considerable magnitude in this port, do you think the insurance of ships coming up the Channel would be affected if the pilotage were not done away with, but the limits reduced. For instance, suppose we contracted the limit to the Holms instead of Lundy, do you think it would affect the insurances?—I don't think it would till some loss had occurred, but the moment there was any loss, which is very rare in our Channel, I think there would be one or two per cent. more charged.

1247. Then in the first instance you don't think it would affect the insurance?—I don't think it would.

1248. Do you insure your ships?—Always; not to the full amount, but to a very large amount.

1249. Is the risk the same here as at Liverpool?—It is the same, and yet I think the underwriters take it a quarter in favour of Bristol over London or Liverpool.

1250. Does that arise from the nature of the Channel, or what?—I apprehend it is from the fact of losses not frequently occurring, and the dangers are less. I am surprised to hear of captains of other ports wishing to evade the pilotage, but such is the fact; I know that they do it.

1251. Are you aware of the Act of last Session, allowing masters to pilot their own vessels; and do you think masters generally wish to avail themselves of it?—I don't think there is a master I have that I could get to avail himself of it, and yet they were all brought up in the port. It is true they only come here once a year, and it is very likely, after a long voyage, that they wish to be relieved of further responsibility.

1252. You

24 April 1854.

1252. You have never complained yourself, nor do you wish to get rid of the present system of pilotage?—No; in coming round from Lundy with any ship, I say take a pilot.

1253. Are your vessels ever detained?—Scarcely a winter passes but some of them come up to the Holms without a pilot, and I write and complain about it; they always fire a gun for a pilot, especially in the months of November, December and January. Two years ago we had vessels detained nine or ten weeks down at Lundy, and it would have been desirable at that period to have had a steamer to take pilots down. Every now and then we get such a winter, and when it does happen nearly the whole of the pilots may be at home.

1254. (By Mr. *Clegram*.) The value of your cargoes is very great, I suppose?—Sometimes.

1255. Much more than timber or corn?—Some years ago it was gold and ivory, now it is principally palm oil.

1256. Still it is greater than timber or corn?—Yes.

1257. You say your cargoes are insured?—Yes, to a great amount.

1258. I think I understood you to say that your masters are desirous of having pilots, fearing the insurance?—Yes, I believe that is partly their reason.

1259. (By Mr. *Brice*.) You have been asked as to the value of your inward cargoes, and you say you always take a pilot outwards; is the value of the cargoes the same out and in?—Yes.

1260. I thought it would have been much less out?—No, it is about the same. (To Captain *Beechey*.) My reason for offering this evidence, sir, is, that I don't wish to see the present system disturbed, without having something better in its place. Some persons, I know, are very eager for change, in other things as well as pilotage, but for my part, I am not anxious to see any alterations without I am satisfied that they will prove beneficial.

Captain *Beechey*.] No apology was at all necessary on your part. I was anxious to have the opinions of all parties, and all have been invited to give me their opinions, so far as they are interested in the question before us.

Mr. *Clegram*.] I want to ascertain the portions of the Channel where the pilotage commences; how many from Lundy, for instance, how many from the Holms, and so on.

Captain *Beechey*.] You had better see the returns then.

*John Gillmore*, Examined by Mr. *Brice*.

1261. ARE you one of the branch pilots of the Bristol Channel, under the Corporation of Bristol?—I am.

1262. How long have you had a branch?—For 10 years.

1263. How long have you known the Channel?—From my childhood.

1264. Do you know Swansea, Cardiff, Newport, and all the other ports?—Yes.

1265. In point of fact, you would undertake to pilot a vessel to any port of the Channel?—Yes.

1266. Do you know the shoals and dangers of the Channel?—I have been out long enough to.

1267. But do you?—Yes.

1268. Is it an easy navigation?—No, I think not.

1269. Where would a stranger like to pick up a pilot?—At Lundy.

1270. Why at Lundy?—Because there is no other place like it in the Channel.

1271. If he did not pick up one there, is there any inconvenience at other places?—Yes.

1272. What would be the danger of dispensing with a pilot in thick weather?—He might get on the Holms, or on the One Fathom Bank.

1273. Then you think a stranger would not like to take his vessel up to Bristol without a pilot?—Yes, I do.

1274. (By Captain *Beechey*.) Have you a boat?—Yes.

1275. Anybody else a share?—No.

1276. Do you go out alone?—Yes.

1277. What crew have you?—Three besides myself; two men and a boy.

1278. Is the boy an apprentice?—Yes.

286.

O 2

1279. What

24 April 1854.

1279. What does that boat stand you in a year ; what do you pay for painting, repairing, and so on?—About 20 *l*.

1280. Will that cover you in 10 years?—I suppose it will.

1281. What do you pay the two men and boy?—The men 3 *s*. out of every guinea, and the boy 1 *s*. 6 *d*.

1282. Besides feeding them?—Yes, besides feeding them.

1283. What does the food cost?—(*No answer*).

1284. About how much pilotage do you get in the course of the year?—About 240 *l*.

1285. And how much out of that do you pay away?—About 40 *l*.

1286. Then you take 200 *l*. home to the wife?—No, not so much as that ; not above 70 *l*.

1287. What does it cost you a head to feed the men?—Three skillings a head each.

Captain *Drew*.] It does not cost him more than 1 *s*. 6 *d*. a head for food ; these pilots are very bad accountants ; they don't know much of debit and credit.

Captain *Beechey*.] So I think.

Captain *Drew*.] I can give all this information from their own books.

Captain *Beechey*.] I wish you had said so before ; it would have saved so much time. You think you can give all these particulars I have asked him about.

Captain *Drew*.] Oh, yes.

Captain *Beechey*.] They are all much the same as to expenses, I suppose, and you can let me have a return.

Captain *Drew*.] Yes, I can do that.

*Vide* (G.) at p. 143  
of the Appendix.

*Gillmore's Examination resumed by Captain Beechey.*

1288. Is your boat equal to keep the sea off Lundy at all weathers?—Yes.

1289. How long are you getting down from Pill to Lundy against a strong west wind?—Three tides ; it must be blowing very hard if you can't get down on the fourth tide.

1290. Is your boat equal to that at all times?—Yes ; we get to Minehead on the first tide.

1291. When the haven-master orders you to sea is there any reason why you should not go out at any tide?—No, sir.

1292. And he may naturally expect that you will be down at Lundy in three tides?—Yes.

1293. Do you think a man can run this Channel with his lead?—No.

1294. Not if he has a good chart?—No.

1295. Where does the difficulty begin?—At One Fathom Bank.

1296. Is the Nash a place where a vessel could hold her own if it was blowing west?—No, I think not.

1297. Would there be any risk of drifting so far as to come into danger?—I think so.

1298. Can you take a ship to Newport?—Yes.

1299. Have you ever done it?—Yes, inside Newport Docks.

1300. If your men were running up, and did not meet a Newport pilot, how far could they take the ship up?—Up to Newport Docks.

1301. Could they lie a ship there?—Yes, every one.

1302. Have you ever done it?—No ; but my own ship has laid there, and where my ship will lie, any ship will lie.

1303. Is it a difficult navigation from Penarth Roads to Bute Docks?—Not much.

1304. What is the charge for the navigation from Penarth to Bute Docks?—Two shillings and sixpence per foot.

1305. And the same coming out?—Yes.

1306. Now as to Gloucester ; have you ever been up to Gloucester?—Yes ; I was master of a steamer there.

1307. Should

24 April 1854.

1307. Should you like to qualify yourself for Gloucester, if you were allowed ?  
—I can't say I should like to take charge myself.

1308. What, not through the Shoots ?—I could find my way up, but should not like to take charge of a ship.

1309. What is the cause of the delay at Kingroad with Gloucester ships ?—I have never seen any.

1310. Have you not heard a complaint of ships losing their tide up to Gloucester ?  
—I heard it the first day I was here.

1311. Is it common ; have the Gloucester pilots complained to you about it ?  
—No.

1312. There was some idea that from the Holms upwards you waited till there was plenty of water ; is that so ?—I never can get along too quick myself.

1313. Do you think it is a wholly unfounded complaint ?—I think they bring a ship up as quick and safe as they can ; I have run a ship along when the Gloucester pilot said it was not safe.

1314. You have never heard much grumbling then about your detention down there ?—No ; I was quite surprised when I heard it in this room that day.

1315. Suppose you were obliged to give up charge to the Gloucester pilots in coming up, where would you like to hove to ?—I should not like to hove to.

1316. About the Holms is not very handy for that purpose, is it ?—Not at all.

1317. Where do you pick up Gloucester pilots in general ?—Sometimes at the Holms, and sometimes below.

1318. Did you ever hear of bringing up at Kingroad, because the man was not there to take her off ?—No ; if we saw one coming, we should keep her on, and make sail.

1319. Have you ever done that yourself ?—Yes.

1320. (By Mr. *Clegram*.) Do vessels, in coming up Channel, always get up as quick as they would if they had a Gloucester pilot on board ?—I think so.

1321. If a Gloucester pilot had boarded at the Holms, might not the vessel often go on to Gloucester on the same tide that now takes her only to Kingroad ?  
—No ; the Gloucester pilot can't get her on quicker than we.

1322. Have you ever known a vessel delayed many tides in Kingroad waiting for the Gloucester tides ?—Yes, of course.

1323. Is it possible, by having to wait one tide in Kingroad, she might be delayed many tides before she could get on to Gloucester ?—Yes.

1324. Would there be any difficulty, if the Gloucester pilots were cruising below the Holms, in boarding the vessels coming up the Channel ?—Yes, I think there would ; we should not like to hove to.

1325. Suppose there were no change of pilots at all, would there be likely to be any detention in the Channel then ?—Perhaps not.

1326. (By Captain *Beechey*.) Are the Gloucester boats large boats ?—(By Mr. *Clegram*.) They are nearly all the same size.

#### *Gillmore's Examination resumed.*

1327. Are they capable of keeping the sea off Lundy ?—No.

1328. How far could they go down ?—I don't think they could go beyond the Nash.

1329. Do you ever meet them down there ?—Not in winter time.

1330. (By Mr. *E. Drew*.) Do you often bring ships to anchor in Kingroad in consequence of no Gloucester pilot being there ?—Yes.

1331. (By Mr. *Poole*.) Do you mean to say that Kingroad would be the best place for the Gloucester pilots to be at, instead of going lower down ?—Yes.

1332. (By Captain *Beechey*.) Suppose they were at Portshead, how would that be ?—We should be sure to see them there.

1333. Suppose you had a flag-staff there ?—It would be a very good thing ; and then we should know whether there was a pilot there or no.

1334. Do you know the yawlers ?—Yes.

1335. Are they very useful to you ?—Not at all.

1336. Do they bring up ships ?—Yes.

1337. Then they have been of use to the trade ?—That is only once here and there ; not very often.

1338. Do the yawlers avoid you ?—Oh, yes ; they will alter their course to get away from us.

24 April 1854.

1339. What plan can you suggest for picking up the ships that run up without pilots?—I should say there is no place like Lundy.

1340. But that is so much out of the way in coming from the north; what do you think of Caldy?—I don't think that would do; it is too far to the north.

1341. What, for ships going to the north?—Yes.

1342. Suppose you had Caldy as well as Lundy, do you not think that, with a larger class of boats and a sufficient number of you, but few vessels could then escape you?—I think not.

Mr. Knapp.] I understand Captain Drew to say that he thought it was the best mode, and the most desirable, to have a boat of large size stationed at Lundy; a boat of 80 or 100 tons, with a number of pilots on board.

Captain Drew.] I did not say I thought such a plan was the best plan, or that I thought it was desirable.

Captain Beechey.] I think it was rather a suggestion by myself whether, in consequence of the number of ships which escape pilotage, a larger class of vessel might not be advantageously employed instead of running up with a ship and man.

Mr. Knapp.] I wish to inquire about the station of this boat, whether it is to be kept under Lundy, or where?

Captain Beechey.] The question put to Captain Drew by me was whether several of them placed 5, 10 or 15 miles apart, would or would not, in his opinion, be beneficial?

Captain Drew.] That was it.

Mr. Knapp.] I wish it to be clearly understood it has been suggested to have a station at Lundy, and another further up the Channel, and I wish to know how it is to be effected.

Captain Drew.] Take the district of Lundy as it is at present, 10 miles north, 10 south and 10 west, and place these boats there.

Mr. Knapp.] How can that be done?

Captain Drew.] I can hardly give an opinion on the new system.

Mr. Knapp.] But the present system is objected to, and I want to know what the haven-master, as the mouthpiece of the Corporation of Bristol, recommends?

Captain Beechey.] I am not aware that any plan has been proposed by any party.

Captain Drew.] No proposal has been offered by the city; but you, sir, stated a plan, and I gave my opinion upon it.

Mr. Brice.] You will see from the minutes that all the suggestions have come either from Captain Beechey, or from those who are opposed to the jurisdiction of Bristol. We are rather for the present listeners to statements of evils which we do not admit.

Mr. Knapp.] It appears from the evidence of all the pilots that there are a great number of ships who escape the pilotage at present; I wish to know how that can be remedied.

Captain Drew.] I reply that, by having so many boats between the Nash and Caldy, we should have a force so as to intercept everything passing up the Channel.

Mr. Knapp.] Do I understand that there is to be a boat at Lundy similar to those at Dungeness? If so, I wish to know whether it is to be one of 80 tons.

Mr. Pope.] It was Mr. Edwards or Mr. Cole that made that suggestion; it did not come from Captain Drew.

Mr. Knapp.] Then you merely insist on carrying out the present system?

Captain Drew.] I say that the present system is a good one, but I don't insist that the present system shall be carried out.

Mr.

Mr. *Knapp*.] It has been stated that it would be desirable to have a certain number of boats stationed at Lundy, and another certain number elsewhere.

24 April 1854.

Captain *Drew*.] If you had been here in the early part of my evidence you would have heard that it was proposed that the pilots should run up from Lundy, and on their return be put at these boats. I did not think that plan would answer, and that is the objection which I have to a stationary boat at Lundy.

1343. (By Mr. *Knapp*.) That objection would apply to a station off the Nash?—No, it is much smoother water there.

1344. Do you think it possible that a vessel can be boarded at the Nash?—I think so, from my experience.

1345. What would be the probability of meeting a pilot up at the Nash in the winter nights?—I think I would wait for one; but I think that with the present system, if there were three or four boats between Porlock Bay and Caldy, you would find a pilot. As a practical man, if I found no pilot I would bring my ship to, and not run her.

1346. Then I understand you would require a greater number of pilots, and would keep them constantly to the west?—Most decidedly, if every man was made to carry a pilot; we are but in our infancy.

1347. I should suppose, as far as you were concerned, the idea of the stationary boat would be abandoned?—Well, I put it to you, as a practical master, whether it would answer for a district extending over 40 miles.

1348. It has been observed, in the course of the evidence, that the pilotage at Newport was compulsory?—I beg to say, I made no remark of the kind.

1349. It is not compulsory, it is customary; there is no law to compel it?—I think I am right in saying that the same gentleman who receives the light dues receives the pilotage.

Mr. *Knapp*.] It is usual, but a person need not pay it; and the Newport ships do not pay it till the pilot has performed his work.

Mr. *Knapp*, Examined by Captain *Beechey*.

1350. HAS a pilot ever refused to go out till he was paid?—Never.

1351. It is merely an arrangement on your part then, and he could not refuse to go?—Certainly not; and he is not paid till he has earned his money.

Captain *Drew*'s Examination resumed by Mr. *Knapp*.

1352. You also stated that many foreigners escaped without paying the pilots; now the pilot Harris said he never knew a foreigner fail to pay him?—I suppose it has not been his lot to meet with one; but it is constantly the case that they do escape.

Mr. *Knapp*.] As the case of foreigners has been brought on the carpet, sir, I may mention another way in which they are affected by the present system, and which puts the boot upon the other leg, with all due deference be it said to the authorities of Bristol. Under the present system, a foreigner, upon the information of a Bristol Channel pilot, is liable to be dragged to Bristol to have his case decided by magistrates who are equal to anything in the world. Sometimes these charges are very trivial; but a warrant comes; the man is brought from Newport to Bristol; the packets arrive some hours after the magistrates' sittings on that day, and the man, if he cannot get bail, is deprived of his liberty for the night. The next day he comes before the magistrates, and they dismiss the charge as frivolous and vexatious. I have known such a case as this, and there have been many instances in which nations have engaged in war for more slender things than this. I do think that when a case happens like this, it would be much better to have it settled on the spot at Newport, and not have the man taken to Bristol on a charge which after all turns out to be without foundation. That is one feature of the case, of which I think that foreigners have just reason to complain.

Mr. *Brice*.] With reference to this matter, I am perhaps as competent to speak as any person. The magistrates of Bristol, sir, are fully aware that

24 April 1854.

this is a harsh proceeding, but it is the only one open to them, namely, upon an information sworn before them, to issue a compulsory warrant to bring the party before them. It is one of those things that should be revised, and no doubt the recovery of pilotage could be effected by a much simpler measure.

Captain *Drew*.] It would be all avoided, if the pilotage was paid at the Custom-house.

Mr. *Knapp*.] How could that be with the pilotage of a ship coming inwards? However, I am dealing with the case now as regards foreigners, and I say that with such treatment as I have spoken of to an American, if the United States Government had been apprised of it, there is no knowing what the consequences might have been.

Captain *Beechey*.] But what point does this go upon? Is it offered as an argument for separate jurisdiction?

Mr. *Knapp*.] Certainly.

Captain *Beechey*.] But how would this be remedied?

Mr. *Knapp*.] By Newport having its own pilots; we don't, however, wish to dissolve the Channel pilotage?

Captain *Beechey*.] Then the same thing may arise again at any time.

Mr. *Knapp*.] Well, let the Bristol pilot come to Newport then, and not drag a foreigner to Bristol.

Mr. *Brice*.] In order to establish a compulsory power to recover pilotage, and to proceed for that purpose under the Channel law, the preliminary is for the pilot to come and lay his information, which is taken on oath, and then the magistrate issues his warrant to bring the party before him. If the pilot fails to make out his case, he might be liable to an action; but all this might be carried out by some more easy means, in which the Bristol magistrates would be quite willing to concur.

Captain *Beechey*.] That would require an imperial Act, applying to all the ports in the Channel. Suppose a man came here who had evaded the Liverpool pilotage, he would be summoned to Liverpool probably. At present it seems to me that, with separate jurisdictions, this inconvenience cannot be avoided; but if we were to get rid of the Sub-commissioners, perhaps it might.

Mr. *Knapp*.] I recommend that each port should stand on its own merits and its own basis; for instance, from Newport to the Holms, I would make the pilotage compulsory; from that to Lundy there should be regular stations, but it should be optional with the masters whether they would take a pilot or not. As regards the payments, I would divide them, and have the highest pay to the most westward pilots. That would compel the men to go west and compete with others, or else to starve. There should be one station from Lundy to the Nash, and if a Bristol pilot took a Newport ship, then he should have the best pay. Under the present system, he is only paid from Lundy; but I have taken pilots off Padstow.

Captain *Drew*.] They are restricted now.

Mr. *Knapp*.] They would be well paid, though, if they were to go there; and if we found them cruising as far west, where 10 ships escape now, there would not be one under that system. I contend that the pilots do not earn their money now-a-day; it requires no great skill with our present captains.

Captain *Beechey*.] Then you would have the highest pilotage paid for the outer stage. If the rate, for instance, were 6*l.* from Lundy to Newport, you would have 4*l.* paid from Lundy to Nash. Now, if I were to say that the Newport boats should be admitted to the outward pilotage equally with the Bristol boats, would all your pilots qualify themselves for all places in the Bristol Channel?

Mr. *Knapp*.] Most decidedly.

Captain.



Captain *Beechey*.] Then, in order to keep these boats, which are now under different authorities, in control, would the Newport Commissioners concur in a general, I mean a joint plan, for the management of the whole Channel?

24 April 1854.

Mr. *Knapp*.] They would from Lundy to the Holms; but from the Holms to Lundy is a private concern. From Lundy to the Holms there would be no objection.

Captain *Beechey*.] You must be aware that such a proposition would not be likely to be met. You wish to make your own regulations to the Holms, and to give up nothing in turn to Bristol. You have said it would be desirable that your vessels should go to the westward; now difficulties would arise under such a system, inasmuch as all your boats would be congregated in certain parts of the Channel, and it could not work well; but, in order to have the boats admitted to a general pilotage of the Channel, it would be necessary that there should be Commissioners, perhaps, from the different ports to make rules for the pilots; and that would be equally applicable to Newport. What I want to know is, whether it is likely the Newport Commissioners would join in such a scheme as that. With regard to their own port and river, under such a plan the jurisdiction would be entirely their own, and they could do as they liked, subject only to the approval of the Board of Trade; but if the outer channel were opened to all pilots, that is, to all regularly licensed and qualified pilots, and there should be one joint scheme of outer pilotage for all the ports in the Channel, under the direction of a general Board; in such a case, is it likely that the Newport Commissioners would delegate a member or two of their body to such a Board?

Mr. *Knapp*.] They would concur so far as this, to arrange the various stages of pilotage; but otherwise than that, I think the Newport men best qualified to judge how many Channel pilots they require, and so forth; and it almost strikes me that they would require the sole management of the pilotage from the Holms up to their docks, and let Bristol do the same, and fix their own rates. From the Holms to Lundy let there be a general scale of fees, and all pay the same.

Captain *Beechey*.] Unless there was one governing body, it never could be known what pilots were at the entrance of the Channel, and what were not. Besides, if the jurisdiction should end at the Holms, the same grievances would exist as at the present moment; and, moreover, your boats in the outer pilotage being governed by yourselves, would be always clashing with the other pilots, and would produce such a state of things as would only keep up the present evils which are now complained of.

Mr. *Knapp*.] I can't see the evils complained of.

Captain *Beechey*.] Well, I don't know; we have already had three days of it, and I hope we are not going to have three days more.

Mr. *Knapp*.] I don't suppose it will be insisted that all vessels shall take a pilot after the Act of Parliament, which allows masters well qualified to navigate their own; I don't anticipate there will be any difficulty in applying that remedy. Upon the question of outward pilotage, however, there is a difficulty which now exists, and unless you absolutely put a staff of pilots down at Newport, and insist by Act of Parliament that a man shall stop on board a vessel as she goes out, they will have a Newport man to take them down as far as the Holms, and if they don't want him any farther they will not have him or the Channel pilot.

Captain *Beechey*.] I think you have given me the strongest argument you can in favour of the plan which I suggested, which is, that your pilots should be admitted to the extreme limits of the western pilotage. You complain now that your men are not allowed to go beyond a certain point, but if they were admitted to all the privileges which the Bristol men now possess, that is what you require, and that is precisely the advantage which would arise from the amalgamation which I have referred to.

Mr. *Knapp*.] If there were an amalgamation of the different ports, I suppose it would be in proportion to the amount of tonnage going in and out,

24 April 1854.

out, and if that were so, Bristol would have a vast preponderance at the Board; and with all respect to the Bristol gentlemen, I may say that I think they know more of Bristol than they do of Newport. I know also that they have a strong predilection in favour of Pill men; they think there can't be such a thing as a Newport born pilot; but I know that we have men who can stand to the westward with any of the Channel pilots.

Mr. Brice.] We have not the slightest desire to limit the pilots to Pill; you may take them from any place you like.

Captain Beechey.] You seem to be afraid of being outvoted at such a Board as I have mentioned, but you must be aware that all bye-laws and other regulations would be subject to the approval of the higher authorities; and therefore, having been once adjusted there is not likely to be any inconvenience to any parties.

Mr. Knapp.] Newport, sir, is a very rising place.

Captain Beechey.] Well, if it should rise, as you seem to anticipate, above Bristol, then you would have the majority at the Board; and if your view of the case is the true one, then you need not fear, because if Newport should rise to the importance you imagine, she would then, as I have intimated, probably have the majority at the Board.

Mr. Knapp.] If an Act of Parliament was framed, and in that it was provided that the number of Commissioners should rise with the tonnage of the several ports, I think that might alter the case; but my own opinion is, that each port had better stand on its own merits.

Captain Beechey.] Then do you think each port should allow its pilots to enter the Channel? if so, I think your plan might be carried out, but you would probably be found to differ from the others. You wish, it seems, to extend your pilotage to the Holms, and to have the jurisdiction of all pilots between the Holms and Newport; of course, by such a plan, you tread upon Cardiff very much, and upon Bristol very much.

Mr. Knapp.] How could we encroach upon Bristol if we say that if a Bristol man gets on board a vessel off Lundy, he may go on with her to the Holms.

Captain Beechey.] Then the master of a vessel is to stop for the outer pilot, and then for the inner pilot; and probably, when he gets into the Usk there may be a third, and he has to pay them all. I can't think that such a plan will ever do.

Mr. Knapp.] There would be seldom a case in which that could occur.

Captain Beechey.] But is it a system you would advise, that a man on a dirty night should be running about in the chops of the Channel to look for a pilot?

Mr. Knapp.] There would be no need of a master having a pilot if he did not want one.

Captain Beechey.] But if a master is to refuse a pilot that offers, you must also give the pilot the option of refusing the master.

Mr. Knapp.] I don't think that.

Captain Beechey.] We have it on good authority that a Bristol man did refuse a Swansea vessel, and would not go on board. I will, however, undertake to say, that whatever plan is adopted it shall not be an optional case on the part of the pilot, at least.

Mr. Knapp.] That is what I say, I think.

Captain Beechey.] But it is very unreasonable that a man shall have to go on board and then that the master may refuse him. It appears by your bye-laws that he may be refused; and I say that is a state of things which cannot and ought not to exist.

Mr. Knapp.] That is the state of things which exists now. I have known cases where a pilot saw two vessels and left them.

Captain

24 April 1854.

Captain *Beechey*.] You, as a Sub-commissioner, and an active person, would be the first to make a bye-law to prevent that if it were a general thing; but what I say is, that if you would have an efficient pilotage, you must be all under one control; your pilots must be all treated alike; you must have one set of rates, and not two; they must all pass one similar examination, and not two; and if any local port is to retain the privilege of imposing rates in its own district, there should be a reciprocity. Then, if coasters were admitted free to one port, they should not have pilotage demanded of them in another; and in fact, the whole system should be as much as possible assimilated. I am now speaking of the justice of the thing in a channel like this, where we find one port exempting coasters, and another not, but all who come in having to pay indiscriminately. I should like to see the same bye-laws and the same jurisdiction established; and if you do not have some such system as that in the Bristol Channel, I don't think it likely that you will ever agree.

Mr. *Knapp*.] I perfectly agree with all you have said, except as to the Pilotage Commission.

Captain *Beechey*.] That is a matter of detail, which I think might be arranged without much difficulty.

Mr. *Knapp*.] Desirable as that might be, I cannot think that the pilotage of the entire Channel should remain wholly under the control of one commission.

Captain *Beechey*.] Well, you see it does not work well under several. We have heard your scheme, and I think it is this, that each port should have its own boats in the Channel, to bring in ships to its own port, and that ships for Newport having taken in another pilot before the Newport man arrives, the Newport man should supersede him wherever he meets him. Now that is the present system, merely changing the names, and it does not work well.

Mr. *Knapp*.] We don't object to that; we admit it is the law, and we say, law is law.

Captain *Beechey*.] You must remember that the masters and owners of vessels have got something to say as to that.

Mr. *Knapp*.] I believe that if the pilotage to the westward of the Holms was left open, that might be a satisfactory arrangement; but if there is to be one general body, I don't think it would answer. We know that every month, at the meetings of our local boards, there are disputes as to ships, and we have to sit and arbitrate upon those cases; whereas, if we had to wait for Commissioners from Bristol and Gloucester and elsewhere, there would be a great delay, and they would not know anything of the matter. I think these things should be left to the local board.

Captain *Beechey*.] Suppose you have every one above the Holms going to Newport compelled to take one of your pilots; you would go through the district of Cardiff and into the district of Bristol; there are three districts, and your pilot may have to give up to the Cardiff man or to the Bristol man, if they meet him.

Mr. *Knapp*.] I don't know a case where that has happened.

Captain *Beechey*.] But is it not the fact, that if the Cardiff man meets you on his ground, the Newport man must give up to him.

Mr. *Knapp*.] We must draw the line somewhere; and I don't think it necessary for a ship coming from the Holms to Newport to have more than the Newport pilot.

Captain *Beechey*.] Am I to understand then, that the Newport Commissioners will not be agreeable to concur in any joint scheme, such as I have indicated, if I should recommend it for adoption.

Mr. *Knapp*.] I will not say that, because it has not been laid down to me in that unconditional manner. But my own opinion is, that they can do it more satisfactorily themselves, and that they are the best qualified to manage their own business.

[The Court then adjourned till the following day.]

25 April 1854.

Tuesday, 25 April 1854.

Captain *Beechey*.] Is there any more evidence?

Mr. *Brice*.] We have nothing more to offer, sir, unless there is anything that you wish supplied.

Mr. *Knapp*.] There is a gentleman present connected with the port of Bideford, and as that is in the Channel, I should like to have his evidence taken.

Captain *Beechey*.] It is rather late now, but I have no objection to it if we can make a short hearing of him. I almost wish he had been here before.

Mr. *Knapp*.] He only arrived here last night; and as the gentlemen of Bristol have had so much time, and Newport has been heard, and other places, I think we ought to take what this gentleman has to say.

Captain *Beechey*.] I will go on now, or adjourn till next week, if you like to get further evidence.

*George Heard, Examined by Mr. Knapp.*

1353. WILL you state to Captain Beechey what you are?—I am the manager of eight or nine vessels belonging to my father, and have had the sole management of them for the last 14 years, at Bideford.

1354. Do you superintend your father's business?—I do.

1355. (By Captain *Beechey*.) Are you a seafaring person?—I have occasionally gone to sea, but I am not a sailor.

1356. Will you have the goodness to state what you have to say on the subject of this inquiry?—For a number of years past I have seen and felt the grievous impost and uselessness of the pilots, who have been accustomed to board vessels from Lundy up to the Holms, and, *vice versa*, going down. Those persons who have applied for the privilege, in my opinion, are altogether useless, inasmuch as the captains I have are quite competent to take a vessel to any part of the Channel. I should be most happy to answer any questions that any gentleman would put to me on the points under inquiry, as I do not know exactly what it is you want me to point out.

1357. You, as a civilian, are not likely to be able to afford me the evidence I require. My first question to you is, how do you know that the Bristol Channel pilots are useless?—Last week, one of them came on board a vessel at Cardiff, and the captain told him he did not want him, but he remained there, and said he would not go if he stopped for three days. The captain said, he considered it a piece of imposition, but the pilot said to him, "Whether you take me out or not, I will have the pilotage," and he was obliged to take him, and in my pocket I have the order on my broker for these useless services.

1358. Where was that vessel bound to?—To New York.

1359. Well, the man was entitled to the pilotage, and your captain was very wrong in refusing to pay him?—He took the man, because he was compelled to do so, but he did not require him, as he knows the navigation of the Channel from Gloucester downwards. The pilot, however, said that he would be paid whether the captain took him or not, and the captain then said, "Well, if you will, you shall do something for your money," and so he took him out. Had it not been that my captain was compelled, he would never have taken the pilot.

1360. Are your captains accustomed to the navigation of the Channel?—Yes, all of them. My captain has been to Gloucester three times, and to Bristol once; I am speaking of the captain of this very vessel that sailed from Cardiff last Wednesday week.

1361. Your complaint is, that your captain being competent to navigate the Channel, he ought not to be compelled to take a pilot?—Decidedly not; I have for the last six or seven years been going to write to the "Shipping Gazette" on the subject; but other things have prevented me, and the law having been altered in other respects, I thought this matter would also be taken into consideration; but had there been no chance of anything being done in it, I certainly should have applied to the "Shipping Gazette."

1362. You don't mean to say that the pilots are useless as pilots, but only to your captains?—I do say that they are useless from the Holms to Lundy to **any man**

25 April 1854.

man who possesses a chart. There can be no use in having a man in the Channel where there is no danger.

1363. What charts do your men use?—Generally Norrey's; that is, Henry and Blackford's.

1364. I suppose you know that the sands are continually shifting; that the Culver is further out than it was, as I know by my own experience?—I know there has been a slight alteration.

1365. Not a slight alteration, but a very considerable one?—You will find that is above the Holms, not below.

1366. How do you know?—The masters have told me so; and I come up the Channel occasionally myself.

1367. And, therefore, you think that with the aid of a chart a man has no need of a pilot?—He has not below the Holms.

1368. Have you anything else to say?—As regards the Pill men, I should say that if such persons are appointed, it ought to be optional with the masters to take them or not; but if there are masters who understand every shoal and every harbour of refuge in this Channel, they ought not to be obliged to take them; they may be required for strangers.

1369. If they are essential to strangers and to some masters, how would it be possible to maintain any system of pilotage that would be efficient for this Channel if only a few are to pay for it?—That may be answered by referring to free trade. It was said, that if we had free trade all our home trade would be gone; but that objection has been answered by showing that there is a greater amount now than ever; and if the pilots are made optional, the pilots will seek out employment, and pursue a course down Channel further than they do at present, and ships will then get the benefit of them. At present, if the weather is rough we never see a pilot in our bay, but if it is fine then we see them there.

1370. If it is rough weather it is to the interest of the pilots to go down Channel; but pilotage is like the penny postage, it would be quite impossible to carry it out except it became generally adopted. For instance, it would be quite impossible to send a letter from the Land's End to the north of Scotland for a penny if it was not for the large number passing between Bristol, and London, and Liverpool, and other large places. It is the whole community adopting the system that enables us to reduce our rates of postage, and so it is with pilotage. If the rates of this Channel are to be reduced, it must be by the large number availing themselves of the services of the pilots; it must not be left to fall on those persons to whom such services are under all circumstances absolutely necessary, or they would have to pay a sum so large, that it would be a grievance indeed to bear; therefore I hold, that all whose interests it is to promote an efficient pilotage should contribute a fair share towards that object, and not allow it to fall on a few persons. There are some, we know, who will try to evade it at any risk; and I suppose you are aware that some will not even seek harbours of refuge because they will not pay a small sum for the accommodation they afford, and all sorts of things of that kind. Such a state of things, however, is not a state which you should uphold; for if a system of pilotage is to be maintained at all, the pilot must be found whenever the man wants him. In moderate weather the pilot may not be required, but he will be essential in the tempest; and no system can be efficient which provides that his services shall only be called in when there is a little alarm. The pilot must be always at his post, and how is that to be secured if people are only to take them when they are in danger?—If we are to take the Bristol pilots as a specimen, I can say that it is a rare thing to find a Pill pilot below Ilfracombe in rough weather.

Captain *Beechey*.] It is, sir, with the view of improving the pilotage of this Channel that we are come down here. We don't mean to say that the present system is perfect, or that the boats are sufficient for the purpose, or that the pilots are always to be found; but it must be remembered that this is a system which has grown up from one thing to another, and which requires to be adapted to the present times. With that view we are here to draw up such a system as we hope will prove efficient and satisfactory; and with that object we have sought the assistance of all parties interested in the matter. Had the present system been otherwise than it is, we should not have been here.

Mr. *Heard*.] I would ask whether it is proper for a man sailing from Cardiff, with a Cardiff pilot on board thoroughly equal to take the ship down Channel,

25 April 1854.

Channel, to have him displaced? Ought that pilot to be cast overboard, and a second pilotage incurred, when the one pilot for a little extra sum would have conducted the ship down, and done all that was necessary, and have answered every purpose?

Captain *Beechey*.] All this has been discussed already, and it is not necessary to go through the matter again with you; but I must remind you that certain Acts have been passed with reference to this Channel, and while they are in force they must be obeyed.

Mr. *Heard*.] I am one of those persons who think that we ought to submit to the powers that be; and while such laws exist I admit that they must be attended to.

Captain *Beechey*.] It is better not to discuss principles here: in fact, it is unnecessary; but after what has taken place here, I think I may say that you will probably find that some of these things of which you have been speaking will be remedied.

Mr. *Heard*.] Would any gentleman like to ask me any questions?

Captain *Beechey*.] I will ask you a question or two.

1371. If the pilotage of the Bristol Channel were to be done away with altogether, or to a certain extent, that is, if it were limited to the upper part, would it affect your insurance?—Not a farthing.

1372. What do you judge by?—From the capacity or ability of the masters to navigate the ships below the Holms.

1373. Do you mean your own part of the Channel only; your part is at the mouth of the Channel, and my question did not apply to any particular part; I was speaking generally?—My opinion is that the underwriters would not charge a greater amount if the pilotage were limited to the Holms, and it was made optional with the masters to take the pilots below or not, as they chose.

1374. You advise optional pilotage then from Lundy up to the Holms, and above the Holms compulsory pilotage?—Yes, I think it necessary there, because of the shifting banks.

1375. Cardiff is above the Holms, is it not?—We don't consider it so—(after a pause)—Oh, yes, it is.

1376. And it was at Cardiff that your master complained of the compulsory pilotage?—Yes.

1377. And he did not come on board till he got into his proper water?—No.

1378. And the captain would not allow him to come on board till the Cardiff pilot was discharged?—No.

1379. Had he any right to charge any pilotage till the Cardiff pilot was discharged?—No.

1380. Then with respect to the compulsory pilotage above the Holms, you would equally have had to pay it?—Yes; a pilot from Cardiff would be a useful thing, no doubt.

1381. (By Mr. *Knapp*.) I wish to inquire whether any shipowners of note reside at Bideford?—Yes, there is Mr. Yeo, who is the largest single shipowner in Bristol.

1382. Can you say whether he entertains opinions similar to your own, as to the pilotage from Lundy to the Holms?—Yes; very frequently we have had conversations together about writing to the Shipping Gazette on the subject.

1383. What has he said to you on the subject?—He has said that he considered it not only a grievance, but a useless imposition; and so have many other shipowners.

Mr. *Knapp*.] I very much regret the turn which things took on the first day I was here, because, had it not been for that, I should have been able to call Mr. Webb before you, who is as well qualified as any man to give evidence on this point. But after I had made my statement, an objection was taken to my calling any of my brother Commissioners, and Mr. Webb has, in consequence, withdrawn. I may, however, state that Mr. Webb was born on the banks of the Usk, and that he has been conversant with it all his days. This morning I was running over a list of his ships, and I find that he has 14, varying from 50 to 1,500 tons, and with an aggregate tonnage of 6,780 tons. His evidence, therefore, would certainly have been useful upon this point. I think, however, that I am in his confidence, and that during his absence I may be allowed to state, that his ships never take a pilot further than

25 April 1854.

than the Holms, unless they are coming to Bristol, and that every one of his masters is as competent to take a vessel up as any Bristol pilot, and could stand side by side with them for examination. Yesterday, it was stated by Mr. King that he had a considerable fleet, 16 vessels, averaging from 100 to 300 tons; he also stated, that they invariably hove to for a pilot off Lundy Island. Now I do contend, that when a man feels it necessary to hove to at Lundy, and go beating and banging about, and firing off a gun for a pilot when he approaches so near to the mouth of the Channel, it is a thing so absurd, that it is absolutely scarcely possible to conceive it. I can only account for it by supposing, that the captain, having been in Africa, has become enervated, and has lost that stamina of mind and body which Englishmen possess; and I think it very hard, that Mr. Webb, for instance, should be taxed, when his own masters are competent, to keep up a system which it seems necessary to support for some shipowners of Bristol, who are engaged in the African and West Indian trade. If we had had sufficient notice, we could have produced more evidence on this point; but Cardiff has had no notice at all from the Board of Trade. Newport had no notice, but the Sub-commissioners heard of these proceedings by a side-wind, and we thought it right to be here. In furtherance of the remarks I have already made as to optional pilotage from Lundy to the Holms, I would just say, that what I would recommend would be, that the different ports should organize a Channel pilotage from each port; and that a Bristol pilot getting on board a ship bound to Newport, if in the opinion of the master one was necessary below the Holms, should not give her up till he had passed the Holms, and was superseded by the Newport pilot, and so in every other case. I think there would be no difficulty in qualifying the pilots to act in every port, but I think it would be surrounded with disadvantages, and that it would not be of so much use to qualify them for the rivers of the Channel as the masters of steam-tugs. And if one man is to act for every port, I apprehend the rates of pilotage will be increased, for if a Newport man goes to Bristol, for instance, there is the expense of bringing him back; but if he is confined to his own port, he will be at home among his friends, and ready for service at a moment's warning. I don't know that I have anything more to say, sir, but I do trust that these remarks, as well as those of the shipowners on the other side, will receive attention.

Captain *Beechey*.] I think it necessary to answer you on one point, and that is with regard to your not having had sufficient notice of this inquiry. Newport, as you are aware, is under the Trinity House, and the Trinity House authorities had notice of my intention to come down here a long time ago; if, therefore, they have not communicated the fact to the trustees of this estuary, the blame must rest with them, and not with me.

Mr. *Knapp*.] The letter from the Trinity House came to us, I think, on the 15th, and our clerk happened to be out of the way then.

Captain *Beechey*.] Well, then, that was five days' notice, and you can't blame the authorities of the Trinity House if the person whose duty it was to communicate the notice to you was out of the way.

Mr. *Knapp*.] I should have thought a fortnight or 10 days would not have been too much to have given us to concoct our scheme.

Captain *Beechey*.] I really have not heard of any particular scheme yet.

Mr. *R. P. King*.] Perhaps you will allow me to say, sir, that I really think the gentleman from Newport has been a little too hard upon what I said yesterday. I did not say that our captains spent days at Lundy firing off a gun and looking about for a pilot; what I said was, that our masters never like to come up or go down without a pilot, and that if they can't get a branch pilot they take a Western man; scarcely a winter passes but they do this. As to what Mr. Knapp has been pleased to say about our masters being enervated and having lost their stamina, I will only state that it is not the case, and that they are as fine seamen as ever went a voyage.

Captain *Beechey*.] I may say to you (Mr. Knapp), as I said to Mr. Heard, that it is not denied that the system of pilotage in this Channel, as it exists at present, is not efficient as it might be, and that there is a probability in any other system which may be proposed for this estuary, that the intelligent



25 April 1854.

and able masters of ships who pass an examination, and satisfy the authorities of their competency, will be brought under the operation of the Act of last year, by which masters of vessels, having passed such an examination, would be exempt from pilotage. Those powers already exist, and in anything which may be proposed for this Channel, especially after what has been said here, it is most probable that they will form a part.

Mr. Knapp.] Sir, I shall very much regret if I have said anything offensive, and I can assure you I did not intend anything of the kind. I have for the last 10 years, as Sub-commissioner, been much in communication with the Newport pilots, and have a considerable amount of knowledge of their capacities and trade; I have, therefore, thought it right to speak as I felt on this subject, but nothing could be further from my desire than to give offence to any gentleman, and I shall very much regret if I have so deviated.

Mr. Heard.] There has been no information of this inquiry sent to Bideford.

Captain Beechey.] I can only say that if that is so, you must not blame me; but I will add, that I am now ready to go on with this inquiry from day to day, so long as it is thought necessary.

Mr. Heard.] I was not aware till this morning between eight and nine o'clock that any such investigation was going on; I then met my friend Mr. Knapp, who told me of it, and knowing that I had for years felt the grievance of compulsory pilotage, he urged me to come. I felt some hesitation in coming, because I was not prepared, and did not exactly know the object of the meeting. Mr. Knapp, however, pressed me to come, and I did accordingly; but if all the ports in the Channel had had notice, I would undertake to say there would not have been one which would not have sent an efficient and sufficient deputation to state their opinions on the Channel pilotage, and that evidence would have been very valuable in forming a just conclusion on the subject.

1384. (By Captain Beechey.) Will you favour me with the names of the ports in the Bristol Channel?—Bideford, Ilfracombe, Bridgewater, Watchet and Minehead, on one side; and then take Milford ———

1385. You don't call Milford in the Bristol Channel, do you?—Yes, Milford ships are considered Channel ships.

1386. Well, give me the names of the other ports you consider as being in the Bristol Channel?—Milford, Tenby, Swansea, Port Talbot, Neath, Porthcawl, Cardiff, Newport, Chepstow and Gloucester.

1387. And Bristol, I suppose?—Yes, Bristol.

Mr. Thomas.] That gentleman has omitted Llanelly, and I am instructed that they take the same view of the subject as the Swansea authorities, and they permit me to strengthen my case by using their names.

Mr. Heard.] Yes, there is Llanelly.

Captain Beechey.] Now with respect to Bridgewater, Neath, Newport and Gloucester, all those places, I believe, are under the Trinity Board; and as to Swansea, Cardiff and Bristol, we have had parties in attendance from the commencement of these proceedings; we have also from the commencement had parties from Newport and Gloucester, so that with the exception of these small places, which I never heard of before, and others, which are not in the Bristol Channel at all, they have pretty well had information of what was about to take place.

Mr. Heard.] I really am surprised, sir, to hear you say you never heard of Bideford.

Captain Beechey.] I did not say so; I said that it was my impression that Bideford was under the Trinity Board, and that the Trinity Board had been requested to write and apprise the authorities of my coming down. I really do feel that I have not been very remiss in making the inquiry known.

Mr. H. Brittan.] During two days, Mr. Yeo, of Bideford has been here.

Mr. Heard.] Has his evidence been taken?

Mr. H. Brittan.] No.

Mr. Heard.] Was any offered by him?

Mr.



Mr. H. Brittan.] No.

25 April 1854.

Captain Drew.] I had some conversation with him, and he was for having compulsory pilotage from Lundy, but he thought they should have a separate jurisdiction for their own ports.

Mr. Heard.] Mr. Yeo has very frequently, more than once, brought up the subject of the Pill pilots, and has spoken in the strongest terms, in my presence and other gentlemen, of the obnoxious Pill pilots.

Captain Beechey.] You refer to the Act under which they act, I suppose.

Mr. Heard.] Yes; they may be efficient men, but I refer to the Act which guides their operations.

Mr. L. Bruton.] Is there not an Act, sir, to exempt masters who choose to undergo an examination from pilotage, because if so, all the captains may undergo this examination, and then this grievance would be remedied.

Captain Beechey.] Yes, there is an Act empowering the pilotage authorities, if they think proper, to make such exemptions.

Mr. L. Bruton.] So that if the pilotage authorities thought proper to put this Act in force, this grievance would be remedied, and it strikes me that it is the chief grievance complained of.

Captain Beechey.] This Act was passed for the purpose of remedying this grievance, among others.

Mr. Heard.] But the Act does not give the power to the Customs or the Board of Trade for any man to pass. The authority appears to be placed in the hands of the pilotage authorities, and they, of course, would not delegate their power to any man, besides which, no master has yet passed.

Captain Beechey.] Have any ever applied?

Mr. Heard.] It is no good to apply so long as the parties are the pilotage authorities who have to examine the masters.

Captain Beechey.] Pray, who would you have to examine them?

Mr. Heard.] The same parties who examine them as to whether they are competent to take a ship to a distant part of the globe.

Captain Beechey.] I am afraid that would be a very inefficient examination. Do you mean to say that a man who by his chronometer and maps is capable to take a ship to the East or West Indies is therefore qualified to take her up a river? The masters of vessels are not required to be examined as to pilotage, and would not be asked about it; a man should be examined by pilots to ascertain if he is qualified for a pilot.

Mr. Heard.] That may be; but they could examine him as to whether he knows sufficient of the Channel to be able to conduct a ship up Channel.

Captain Beechey.] I am happy to have heard what you have to say on this subject, but it does not appear to me to be any grievance. As to the remarks you have made about the pilotage authorities not being the proper parties to conduct such an examination of the masters, I can only say that if that has deterred you, it appears to me to be very unreasonable.

Mr. William Poole King.] The Board here consists of the ship-master, assisted by a person who knows every part of the Channel, Mr. Drew, and also the master in astronomy, Mr. McCulloch, and if any master had applied, and wished to be licensed to navigate the Channel without a pilot, he would have been examined by such a Board as the gentleman has described, namely, the ship-master, the master in astronomy, and the haven-master.

Captain Beechey.] When I said that a man should be examined by pilots, I meant by persons like Mr. Drew, who are perfectly acquainted with the navigation of the Channel.

Mr. L. Bruton.] And if a master applies to such pilotage authorities, and is refused permission to navigate without a pilot, does not the Act give him a power of appeal to the Board of Trade?

Captain Beechey.] Yes, it does. I will read the clause: "That if upon complaint to the Board of Trade, it appear to such Board that any such authority as aforesaid have without reasonable cause refused or neglected to examine any master or mate who has applied to them for the purpose," then

26 April 1894.

"the Board of Trade may examine such master or mate, and if he be found fit to pilot his vessel within the limits for which he is examined, they may grant him a certificate.

Mr. *Heard*.] That is a very good clause, which I believe very few are aware of.

Mr. *Poole*.] Your time, sir, and our time, is very valuable; and if we are to instruct that gentleman in Acts of Parliament, I don't think this is a convenient place for it; your patience has been most exemplary, but I really think it is time to stop this matter now, and tax it no further.

Mr. *Heard*.] I feel gratified at your having heard me, sir; and I feel satisfied that if notice had been sent to all the ports, they would have sent deputations here, and would have been very glad of the opportunity of laying before you what they considered to be for their interests or otherwise.

Mr. *W. P. King*.] Being a shipowner to some extent, and having heard the complaint that pilots, in all weathers, were not to be found at Lundy, I cannot but admit that it is the case. But, unfortunately, the system of pilotage has been obliged to be made in accordance with the wants of the place. It has been felt impossible to appoint a large number of pilots, because, under the present system of evasion—legal evasion—a very large number of those pilots would have been brought to starvation, and therefore, as large a number of pilots have not been appointed as we could desire. But in case of ships taking pilots instead of evading them, a larger number would be appointed, and the rate considerably reduced, as then two or three pilots would be put on board instead of one.

Mr. *Clegram*.] I do not like to prolong this inquiry, but I desire to bring a pilot before you who will speak to some curious facts. I had scarcely left the room, the other night, when I became acquainted with them, and they are these: On two days, during which this investigation was going on, the 20th and 21st, and on the previous day to its commencement, the 19th, the same pilot boarded vessels in the Bristol Channel, and conducted them to their respective ports of destination. On the 19th he boarded the schooner "Constance," off Hurlstone, with a flag flying for a pilot, and conducted her to Cardiff Roads. On the 20th, he boarded the brig "Halifax," off Breaksea Point, with a jack flying, and took her to Newport. On the 21st, he boarded the brig "Europa," off Minehead, with a jack flying, and conducted her to Kingroad. Within the last year the same pilot boarded the schooner "Flora," with a cargo of oil, bound to Bristol, in Penarth Roads, with a jack flying, and took her to Kingroad; and not finding a Bristol Channel pilot there, and being in proper time to get to Bristol that tide, he took her up the Avon, with the jack still flying, as far as Morgan's Pill, before a Bristol pilot came on board. On the 9th of February, he boarded the schooner "Trial," off Sully Island; and on the 26th of March, the schooner "Cromarty," off the One-fathom Bank, both with jacks flying, and he conducted them both to Kingroad. This evidence only came to my knowledge on Saturday evening, after I left this room; and if you wish it, the pilot is here, and I will call him before you to state these facts.

Captain *Beechey*.] I believe his district does not extend as far as these places.

Mr. *Clegram*.] Yes, it does.

Captain *Beechey*.] And is there no compulsory pilotage there?

Mr. *Clegram*.] Not at all.

Captain *Beechey*.] Then the fact of so many vessels requiring pilots there only shows that it is necessary.

Mr. *Clegram*.] No; I merely adduce it to show that the present system is inefficient,—the system which Captain Drew says has been rendered as improved and perfect as it is possible to be.

Captain *Drew*.] Probably these were all small craft; every one of them, I have no doubt, had tried to evade the pilotage.

Mr.

Mr. Clegram.] But they were seen with their flags flying for a pilot.

25 April 1834.

Captain Drew.] Yes; over at the north side of the Channel.

Mr. Clegram.] I will now put in a return of the expenses of the Gloucester pilots. Vide (G.) at p. 143, of the Appendix,

But this return, as I have said, represents the earnings of the other pilots somewhat in excess.

[The Court here adjourned for an Hour.]

Captain Beechey.] We have now here, Bristol, Gloucester, Newport and Swansea.

Mr. Poole.] Bridgewater is gone, and Bideford, who was here, is also gone away.

Mr. Clegram.] I have here a return from Gloucester of the number of vessels from foreign parts, arriving in the three months ending 31st December 1853; but it does not show what you wished to ascertain, viz., those vessels which would have been piloted inwards. There were 58 vessels above 80 tons arriving from foreign parts at Gloucester in those three months, and seven under. The accounts which have been rendered show only 37 of those vessels, or 57 per cent. I will now put in this statement, and attempt to perfect it. This merely shows the arrival of vessels, and not their departure; and I think I have already said that it gives 58 vessels above 80 tons, and seven under, as the number of foreign vessels arriving at Gloucester in those three months. Vide (H.) at p. 143 of the Appendix,

Captain Beechey.] I am now waiting for a return, which I wish to have from Mr. Thomas; and if there is any more evidence, I will hear it in the meantime.

Mr. Clegram.] I was rather desirous of hearing the evidence of Matthews, given on the first day.

Captain Beechey.] You can take it and read it yourself.

Mr. Brice.] I think you are aware that we have a fund here, called the General Surplus Fund. It does not apply to this inquiry, perhaps, but we shall be happy to furnish the Board of Trade with a return respecting it, if required. The pilots do not pay us any superannuation fees, but the accumulations of this fund having risen to 6,500 £., have been invested in the Three per Cent. Consols, and supersede the necessity of our levying contributions on the pilots. We have at present four or five pilots on this fund, and probably we shall have some more in September next.

Captain Beechey.] At present we do not interfere with these matters.

Mr. Brice.] I merely mention it to call your attention to the fact, and that you may be made aware that we have such a fund in existence. I know that this is a mere matter of detail, and for that reason I have not mentioned it before.

Captain Beechey.] Gentlemen, observing that there are no more witnesses to be examined on behalf of the parties interested in the pilotage of this Channel, and being myself satisfied with the evidence which has been given, I am about to bring this inquiry to a close. In so doing I must express a hope that every party considers he has had a fair opportunity of laying his case before me; but if there should be any person of opinion that I have not afforded him a hearing to the full extent of his wishes, I can only say, that I am prepared to go on even at this stage of our proceedings. The fact of my presence here for the purpose of inquiring into the pilotage system of this Channel has, I believe, had all the publicity necessary for bringing all parties acquainted with it, whose interests are likely to be involved in the question. Gentlemen, it can hardly be expected, that in the short time that has elapsed between the conclusion of the evidence yesterday and our assembling here to-day, I should have been able to mature a plan which can claim any pretensions to perfection, for establishing a system of pilotage in a channel in

25<sup>th</sup> April 1854.

which so many authorities and such conflicting interests exist. But so apparent are the evils arising from this cause, that I confess it has in one respect rendered my course comparatively easy, inasmuch as it has shown that the difficulties complained of arise, not so much from the questionable nature of your Channel, of which there can scarcely be two opinions in the minds of practical men, as from the want of a mutual and cordial concurrence in a system of such general interest, a system which, to be carried out satisfactorily, can only exist under the management of one independent body. But the want of combined and uniform action, although it prevents the organization of such a system, is not the only evil to be overcome. In this Channel, as in many other parts of this great and thriving nation, interests have sprung up and ports have obtained an importance not at all contemplated when legislative enactments were passed affecting their then several interests, especially as regards the period when that general system of pilotage was framed by which this Channel has been governed. That system, no doubt, suited the times when it was established, but it is evident that it is not now as fully adapted to the requirements of the trade as it ought to be rendered. Much pains have been taken to procure evidence from the most experienced parties, for the purpose of eliciting all those facts which have either occasioned the complaint of parties, or which may be useful in forming a judgment as to what may be required to remedy the defects complained of, and I do not apprehend any difficulty will be felt in maturing a plan which will work well for the general benefit of the navigation of this Channel. Without, however, pledging myself to any particular scheme, it may be proper that I should communicate to you the views I have formed from the consideration I have thus far been able to give to the evidence which has been produced. The whole tendency of this evidence has been to confirm the necessity for having pilots at the western limit of the Channel, for the use of persons unacquainted with the navigation. Even the letters from Gloucester which form part of our evidence, imply that pilots are occasionally necessary, and I am quite satisfied that they are so throughout the full extent of the Channel, for although many vessels may pass up and down Channel in charge of masters who are acquainted with the navigation, yet there are many others who require them, and especially foreign vessels, which are now greatly frequenting our shores, and it seems to be imperative on the authorities to provide for the wants of such vessels, and to make that wholesome provision for the safety of the lives of the crews, and the security of the property of individuals, which the public have a right to expect at the hands of every civilized nation. It is impossible to have watched the evidence brought before you without marking the many evils which arise from pilots under different authorities pursuing their avocations upon the same pilotage ground. Governed by different bye-laws, having different rates of pilotage, and apparently striving to evade each other, and also, from different and independent authorities, each striving to extend its own powers by contracting those of the present governing ones. But there can be no doubt that, if the restrictions they complain of were removed, we should still find the boats of all those ports at the western limits of the Channel, on the very ground they now say it is not necessary for pilots to be stationed, and seeking vessels bound upwards, and charging them rates of pilotage as at present; and the only difference would be, that instead of one well-regulated system of pilotage, we should have a disjointed practice, irregular charges, conflicting interests, and partial exemptions, and the ground would often be left unprovided with pilots; for, being released from a general superintendence, there could be no responsibility, and there could be no regular transmission of information. You are, doubtless, all aware that the evil of joint jurisdiction of independent bodies over the same estuary was found so inconvenient with respect to the Thames, that the Government last Session passed an Act amalgamating the pilots of the Cinque Ports with those of the Trinity House, and in like manner it seems to me essential that there should be but one authority existing throughout the Bristol Channel, from the sea to the mouths or roadsteads of all the ports and creeks within its estuary. This district, for the purpose of my explanation, may be termed the "General Pilotage District." All pilots licensed for this district should be capable of piloting a vessel from sea to every port within the prescribed limits, so that a vessel

falling

25 April 1854.

falling in with a pilot in any part of it might be certain of being conducted at once to her port of destination. I would extend the privilege of pilotage of this general district to all pilots who should qualify themselves for it; and I would admit all their boats, in common with those of Bristol, so that there should in fact be no difference, as regards this outer pilotage, between the pilots of one port and those of another. These powers are nearly the same as Bristol procured by her Act of 1807, but this plan, instead of limiting the pilotage to Bristol men, would engage the interests of pilots of all the ports of the estuary, by extending to them the privileges heretofore legally exercised by Bristol alone. To meet the case of compulsory pilotage, as being unjust towards such masters as are capable of bringing their own ships up the Channel, the Pilotage Act of last year empowers pilotage authorities to exempt masters of any ships from being compelled to employ a pilot either on their passing an examination or otherwise. You will then observe, gentlemen, that I consider it essential that there should be but one controlling power over the whole of that part of the estuary which has been designated as the "General Pilotage District." I consider the evils of independent jurisdictions in the same estuary alike fatal to a well-regulated system of pilotage as to an economical scale of rates; but whether with a view of obviating the present unsatisfactory state of things, I should submit to the President of the Board of Trade that the management of the general pilotage should pass into the hands of some entirely independent body, such as that of the Board of Trade, of the Trinity House, or of one composed of commissioners delegated by the several pilotage ports within the estuary, the numbers to be regulated by the mercantile importance of each port, or that it should be constituted in some other manner, must depend upon circumstances, and may be materially influenced by the spirit in which such propositions may be met by the parties who are the most interested; for I need not say that mutual concurrence and cordial co-operation are necessary for such an amalgamation, even to the sacrifice of minor interests to the more important general benefits, and that these alone are the principles by which a body possessing such extensive and varied powers should be governed. But the Board, however constituted, should examine and license all pilots for the General Pilotage District, limit the numbers both of men and boats, determine the qualifications, and do all that pilot authorities are usually authorised to do by their Acts. I do not suggest any interference with the present local pilotage authorities, further than that the limits of their pilots, not qualified for the General Pilotage District, should be confined to their own port and creek or river. And now, as to the very important subject of the boats and their stations, I should probably recommend that there should be a sufficient number of cutters stationed at the mouth of the Channel, to cruise within limited distances; the numbers to be made up either of the larger class of boats from various ports, as arranged by the central authority, or of more efficient vessels built for the purpose. All these cutters are to receive on board a certain number of pilots without reference to their respective ports, provided they are licensed for the general pilotage, and there should be a penalty for refusing this accommodation. Each pilot to pay for the use of the boat on such occasions, and each boat to have a pilot master to manage the boat, to receive a per-centage from the pilotage, or be remunerated in some other manner, and always to remain in charge. Pilots on board such boats to take charge of ships in rotation, unless by consent a pilot should be allowed out of his turn to pilot a vessel to his own port. It will be necessary to have a relay of boats for the outer limit for the purpose of relieving those on duty, or as ordered by the haven-master, and I should propose making extensive use of the Swansea Railway for the accommodation of pilots who had brought ships up and are required to return, provided no pilot boat was going out; or, if he so desires himself, or is so directed by the haven-master, an arrangement will be made by the pilot-master at Swansea for forwarding him on to one of the boats at sea, for which purpose the boats are frequently to communicate with Swansea to take pilots on board. Such an arrangement would always command a certain attendance of pilots at the outer station for the purpose of ships approaching the estuary; but we have seen that, in spite of great vigilance, many vessels would slip through this outer chain of boats, and doubtless some vessels would be greatly inconvenienced by not finding

25 April 1854.

pilots out there; and heavy weather, besides, might prevent boats closing with vessels at this exposed part of the Channel, or the pilots might not be able to get on board. To meet these cases, it would be necessary to have an inner pilot station, say from the Nash to Minehead or Porlock Bay, for skiffs, provided as at present, to be stationed there, and not to go lower down Channel, except the owner of the boat be on board some outward-bound vessel, and then, having received her pilot on board, she is to return to her station off the Nash. Any of these boats to be compelled to receive on board a pilot from an outward-bound vessel, if so signalled or required. The accommodation of the boat to be paid for by the pilot received on board, unless some mutual arrangement be made to the contrary. All inner boats to have general pilots' licenses, and to receive no other pilots on board. Local pilots not qualified for the general navigation, to be limited as at present to the immediate vicinity of their own port, such as from Penarth Roads to Bute Docks, and *vice versa*; Kingroad to Cumberland Basin, &c. &c. The rates of pilotage would then require to be revised and made uniform throughout, so that the amount should be the same whether the vessel was piloted by a Bristol, Newport, or any other pilot; and that all coasters and small traders should be treated alike throughout the general district. But it is not necessary that I should go into any detail of this nature at present, and I will not further occupy your attention with it. By some such arrangement as that which has been suggested, the conflicting interests of ports and of pilots would cease. Masters capable of navigating the Channel would be exempted from compulsory pilotage. Double pilotage would, in most cases, be put an end to; a ship on picking up a pilot would be certain of being at once conducted to her destination; the outer stations would be kept supplied with pilots, as the haven-master would know exactly what boats and men were at their posts; and from the better arranged line of boats but few vessels could pass up and down Channel without procuring a pilot. The system, by a better organization, would conduce to an increase of receipts; and, by dividing the expenses of the boat among several pilots, instead of being borne as at present by each individual, the net proceeds would soon admit of a reduction of rates, affording a benefit to the owner, a more certain revenue to the pilot, and advantages to the masters of vessels; and it is hoped that it would be the means of producing a general good feeling between all parties throughout the estuary. And now, gentlemen, having thus communicated to you one, out of several plans, which appears to me likely to suit your interests, you must be aware that it would be highly improper in me to pledge myself in any manner. My duty is to report the result of my inquiry to the President of the Board of Trade, and to leave him entirely unfettered and at liberty to take whatever steps in the matter he may think proper; but as an act of courtesy to you, and from a desire to act openly and cordially with you, I have suggested a course which seems to me to be calculated to bring about an arrangement so essential to your general interests. And now I shall be happy to hear from you any remarks you may have to offer, in reference to what has fallen from me.

Mr. Poole.] May I take the liberty of asking whether you have considered the suggestion as to the payment of the pilotage into the Custom-house?

Captain Beechey.] That and many other matters of detail must be left for further consideration. The plan I have now submitted to you is all that has occurred to me since last night. I could not, of course, form any opinion till the evidence was closed; but having done this, and wishing to deal cordially and openly with you, I thought I could not do less than state to you such conclusions as I had arrived at.

Mr. W. P. King.] There is one part of the pilotage which, in the admirable plan you have just detailed, you have not touched upon; namely, as to vessels being tugged by steam, whether they should be subject to the whole, or only to part of the rate.

Captain Beechey.] I think all matter of bye-law must be left for the present. I did not propose to do anything more than indicate the principle on which I think the subject must be treated.

Mr.

25 April 1854-

Mr. Brice.] I have a very few observations to make, sir, before this inquiry is closed. The members of the Town Council and of the Society of Merchant Venturers, who have watched these proceedings, have in some measure anticipated the nature of the propositions which you would submit to us; and with that view they have informed me of their opinions, in order that I might state them to you on their behalf. It is well known to you, sir, that when we went before Mr. Cardwall in reference to the subject of this inquiry, we pledged ourselves to the line of conduct which we would adopt. We said that, although we had certain powers given to us by law, and although we believed the present system worked as well as the altered circumstances of the times would admit, we did not and we do not now think that any real charge of incapacity or mismanagement would be proved against us. But, sir, we are free to admit that the system of 1807 is in many instances unsuited to the present times; and in that view we receive the suggestions which you have made. We are by no means devoted to the present plan, nor do we desire to retain its control in our hands one moment longer than is consistent with the public interest. We will surrender our powers to any competent authority, with the hope that any other system that may be adopted may prove as effective, and work as well and as cheaply as the one which we have had the honour to manage. It is, of course, impossible to pledge ourselves in any way with this brief notice; all that it is necessary to say is, that whatever plan may be submitted after the inquiry which we have courted, and which you have now concluded, shall be received by us with the simple wish that the interests of all parties may be promoted. Those views have influenced us throughout this inquiry, and they will continue to influence us for the future. I have only to say further, that it is my duty to express my high sense of the ability with which you have conducted this inquiry; of the patience with which you have listened to statements, many of which we think vague, many exceedingly unsatisfactory, and many irrelevant. You have gone through them with an amount of patience which I have seldom, in my sphere of experience, seen surpassed. It was not likely that such an inquiry, which to some extent impugned our character, could be held without our having the fullest opportunity of watching its progress; and probably the difficulties which attended the full development of our case have been removed or answered by the course you have adopted. I am bound to add, that your judgment throughout has been impartial. Differences of opinion we had reason to expect, but those differences of opinion have been very slight, and, I believe, have wholly passed away. As far as the gentlemen with whom I act are concerned, they are perfectly willing to abide by your recommendations, whatever they may be; and I only hope the other Channel ports will be disposed to follow the liberality which I have enunciated. I am quite certain that the interests of those ports cannot be entrusted to safer hands than yours, and that you will not advocate any change which is not for the benefit of us all. With these observations, I will sit down, sir, thanking you for the patience and ability which you have displayed throughout this inquiry.

Mr. H. Brittan.] I will add very little, sir, to what has fallen from Mr. Brice, except to say that the pilots are naturally very deeply interested in the result of this inquiry. I have been concerned for them for many years, and they naturally looked to me to appear for them. On their behalf I may say, that they are perfectly satisfied with the manner in which the inquiry has been conducted, and they only desire me to commit to you their interests, as their livelihood depends upon the system which has been under investigation, and as they have a large, a very large property at stake. With these remarks, sir, and again thanking you for the manner in which you have conducted the inquiry, and the great ability and patience which you have displayed, I will sit down.

Mr. Clegram.] On behalf of the authorities of Gloucester, I can only repeat what has been already said by Mr. Brice. At the same time, I am desirous of expressing to you, that I think considerable satisfaction will be felt at the plan which you have enunciated. With regard to all its details, I cannot, of course, give any opinion; but still, in principle, it carries out that which I believe was the only intention of the Gloucester people in



25 April 1854.

promoting this inquiry. I think, too, that the people of Gloucester and Newport, and the other places, had some grievances to complain of, and that you have sufficient proof of those grievances in the evidence before you. Gloucester certainly never complained of any unfair management on the part of Bristol, but of the inadequate system which she was called on to administer. The plan you have propounded will give Gloucester a voice in the matter, to which she thought she had a right; and I may say for Gloucester, that she is more interested in the efficient and economical management of the Channel pilotage than any other port but Bristol, inasmuch as if all have to pay the same rates the largest amount would fall to Gloucester. With these few remarks, sir, I may say on the part of the Gloucester authorities, and especially on my own, that we thank you for the zeal and ability which you have manifested; and if, on the part of our legal friends here, there has been an attempt to introduce a rather more rigid style of inquiry than the circumstances of the case seemed to warrant, I am sure that it arose rather from the precision with which they are accustomed to conduct cases of this kind than from any desire to frustrate the objects of this investigation.

Mr. *Thomas*.] I beg to thank you, sir, for the port of Swansea, for the courtesy which you have manifested throughout this inquiry. Perhaps I have not been always in order, and have not succeeded in placing our views before you as distinctly as I could have wished; but with regard to the course which you have laid down, I believe I may say that it will be satisfactory to the Channel ports. At the same time there are some points in which I think Swansea ought not to be considered as a Channel port, and I do hope, that on further consideration you may be disposed to put us in a somewhat different position. There is one strong feature in our case, and that is, that a large portion of the pilotage which it is proposed to establish would be conducted over a portion of the Channel in which we should have no interest or advantage, and that tends to show that some different rule should be applied to Swansea. If, for instance, the pilotage is to be confined from the Nash Point to Porlock Bay, Swansea would not receive any benefit from the alteration; and I may add, that the opinion of the Swansea ship-owners was, that they should be relieved from the Channel pilotage. I merely throw out this matter for your consideration, and shall not urge it any farther.

Captain *Beechey*.] I can assure you, gentlemen, that all these matters will engage my attention when they are again submitted to me, and that all that has passed before me in this investigation I shall very carefully go over. You cannot, however, suppose that my mind is fully made up, because some of the returns are not as yet furnished; \* however, they shall receive due consideration; and I have now only to state, that I am much gratified at the manner in which I have been received here. I beg also to acknowledge the services I have received during this inquiry; and I would offer you my best wishes for the welfare of all whose interests are connected with the pilotage of the Bristol Channel.

The inquiry was then closed.

---

\* See Appendix (I.) to (M.) for these Returns.



## APPENDIX.

Appendix (A.)

(A.)

*(Referred to at page 7.)*

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The MEMORIAL of the Gloucester and Berkeley Canal Company most respectfully sheweth,

THAT on the 23d of February 1853, your memorialists addressed your Lordships on the subject of the pilotage of the Bristol Channel; setting forth,

That your memorialists were greatly interested in such pilotage.

That the trade of the Channel was large, and rapidly increasing.

That the pilotage was vested exclusively in the Corporation of the City of Bristol.

That when such powers were so vested, Bristol was probably the only port in the Channel possessing any foreign trade.

That subsequently other ports had risen into importance, but little, if anything, inferior to Bristol.

That the existing pilotage system was neither efficient nor economical.

And praying your Lordships to revise the whole system, with the view to its improvement.

That in the Session of 1853, an Act was passed "further to amend the Law relating to Pilotage."

That the 21st section of such Act gives power to pilotage authorities, with the consent of Her Majesty in Council, amongst other things,

"1st. To exempt the masters of any ships or vessels, or of any classes of ships or vessels, from being compelled to employ pilots, and to annex any terms or conditions to such exemptions, and from time to time to revoke and alter any exemptions so made, and to revise and extend any exemptions now existing by virtue of any Act of Parliament or Charter, upon such terms and conditions, and in such manner as such authority, with such consent as aforesaid, may think fit.

"2d. To make such arrangements with any other pilotage authority in the same or any neighbouring port or district for altering the limits of their respective districts, and for extending the powers of such neighbouring authority, or the privileges of the pilots licensed by such authority, or any of them, to all or any parts of its own district, or for limiting its own powers or the privileges of its own pilots, or any of them, or for sharing the said last-mentioned powers and privileges with the said other authority and the pilots licensed by it, as may appear to such pilotage authorities to be desirable for the purpose of facilitating navigation, or of reducing charges on shipping.

"3d. And every regulation or bye-law duly made by any pilotage authority in exercise of the powers hereby given to it, and with such consent as aforesaid, shall be valid and effectual, notwithstanding any Act of Parliament, rule, law or custom to the contrary."

That such powers being precisely such as would enable the Corporation of the City of Bristol to meet the fair requirements of the other ports in the Bristol Channel, and more especially of the port of Gloucester, your memorialists addressed the following letter to the said Corporation on the 9th December 1853; viz.

"To the Town Clerk of the City of Bristol.

"Canal Office, Gloucester, 9 December 1853.

"I am directed by the committee of management of the Gloucester and Berkeley Canal to address the Corporation of the City of Bristol on the subject of the Bristol Channel pilotage, as affecting the port of Gloucester and this company.

"For many years past the compulsory employment of pilots by all vessels navigating the Bristol Channel has been felt to be a great hardship, and most oppressive in the case of the smaller vessels, and it is rendered doubly so by the fact, stated by almost every master of a vessel and pilot of whom the inquiry has been made, that by far the larger number of vessels frequenting the Channel can ordinarily do very well without a pilot between Lundy Island and the Holms.

"The charges for this pilotage of course bear more heavily upon Gloucester trade than upon that of any other port in the Channel, as, in addition to its own local pilotage, it has to bear the whole of the Bristol Channel pilotage as well.

"The vessels trading to and from Gloucester are also considerably delayed in the completion of their voyage by the district of the Gloucester pilots being confined to Kingroad as its lowest limit. This arrangement oftentimes loses one tide, which occasionally involves the loss of an entire spring, whereas if their district were extended to the Holms, a vessel could generally be taken to the entrance of the canal on the same tide, which now takes her to Kingroad only. The Holms, as a station, would enable pilots readily to fall in with any vessel inward-bound, and is convenient as being in the neighbourhood of good anchorage, viz. Penarth Roads.

## Appendix (A.)

" This subject has not been previously brought under the notice of the Corporation of Bristol, for the reason, that it was known that that body was somewhat restrained in its action in this matter by the Act of Parliament vesting the entire jurisdiction of the whole Channel in its hands; but as it now has the opportunity and power, under the Act 16 & 17 Vict., c. 129, s. 21, to remedy the disadvantages complained of, I am directed to request that it will, under the powers of the last-named Act,

" 1st. Exempt masters of vessels navigating the Bristol Channel from being compelled to employ pilots between Lundy Island and the Flatholms.

" 2d. Extend the limits of the Gloucester district from Kingroad to the Flatholms, with authority for the Gloucester pilots to pilot vessels bound to or from Gloucester or other places in the Severn within such extended district in addition to the present district, and to board vessels bound up the Channel at any distance westward within sight of the Flatholms.

" 3d. Permit the Gloucester pilots to receive a reasonable remuneration for piloting vessels on such extended district, and to be, as at present, appointed by and under the control of the Trinity Board.

" I have further to request, that you will have the goodness to submit this communication to the Corporation of the City of Bristol at the earliest meeting of the Council; and I am directed to express the hope that the propositions will be favourably entertained and acceded to.

(signed) " W. B. Clegram,  
" Clerk to the Company."

That on the 12th January 1854, the following extract from the report of the Docks Committee, presented on the 2d January 1854 to the Council of Bristol, and adopted and confirmed by that body, was received by your memorialists from the town clerk of the City of Bristol, viz.:

" A letter from the clerk to the Gloucester and Berkeley Canal Company to the town clerk, dated the 9th instant, and by him forwarded to this Committee, alleging the present compulsory pilotage to be oppressive, on the ground, that by far the greater number of vessels require no pilotage between Lundy Island and the Flatholms, and urging, that under the present system the port of Gloucester is subject to double pilotage rates, and to great delay at Kingroad from the change of pilots there, and seeking for an alteration under the powers and provisions of the Pilotage Act of the last Session, in the following respects:

" 1st. The exemption of all vessels whatsoever from compulsory pilotage between Lundy and the Flatholms.

" 2d. The extension of the limits of the Gloucester pilotage district from Kingroad to any distance within sight of the Flatholms, as to all vessels bound to or from Gloucester, or any other places in the Severn within such extended district.

" A similar letter dated the same day from the Gloucester Chamber of Commerce, advancing similar arguments, and seeking the same change of system.

" That your committee, after maturely considering the several foregoing alterations proposed by the ports of Swansea and Gloucester, and after consulting the haven-master thereon, are of opinion that the alterations so proposed in respect of the ports of Swansea and Gloucester would be highly detrimental, not only to the interests of the port of Bristol, but also equally prejudicial to the welfare of the other ports in the Bristol Channel, and to the safety of the vessels frequenting those ports; and they consider, as at present advised, that should the powers sought by the ports of Swansea and Gloucester be conceded to them, no good ground would exist why such powers should not also be extended to the several other ports; and your committee, therefore, recommend the adoption by the Council of such steps as it may think best calculated to prevent the carrying into effect the alterations proposed by the ports of Swansea and Gloucester, or any similar measures which may be brought forward by any other port in the Bristol Channel.

" The considerations which have led your committee to adopt this recommendation will be apparent from the further statement of their views in this report.

" Your committee are not insensible to the changes which have through a long course of time taken place in the increased importance of the several ports in the Bristol Channel, and to the claims which some of those ports may consider themselves as possessing to a participation in the appointment, regulation, management, and control of the Channel pilots, sharing also of course in the expenses entailed on this port in connexion with the management, &c., of the pilots, and your committee are in this respect disposed to recommend the Council to take the subject into their consideration.

" In making this recommendation, however, your committee are desirous to add that they are at the same time very strongly impressed with the necessity of adhering strictly to the preservation and maintenance of an efficient body of men, trained up as the generality of the present Bristol Channel pilots have been from their boyhood, not merely to the knowledge of the locality of particular ports, but to the knowledge of every part of the Channel, and possessing compulsory rights of pilotage throughout the whole distance of the Bristol Channel, from Lundy upwards, and subject to only one central pilotage authority, and that under no circumstances should every port as it rises in the scale of comparative importance have the power (now vested exclusively in the port of Bristol) of appointing pilots for the whole Channel. Indeed, in this respect, your committee consider the present appointment

of

of pilots at Cardiff and Newport, even for the districts of those ports only, to be unnecessary and objectionable. Your committee entertain no doubt that any such general appointment of pilots by each port independently of other ports, would lead to the most injurious results, not only by reason of the practical difficulties necessarily consequent on the working out of such a system, and the inability of each port, except at a much increased rate of pilotage, to support alone a sufficient staff of pilots to meet its own requirements, but also by its leading to the gradual extinction of any one body of these competent to undertake the general pilotage of the Channel.

"As bearing partly on these points and partly on the grounds of complaint urged on behalf of the port of Gloucester, your committee think it right to express their decided opinion that the statement made on behalf of that port, to the effect that the greater number of vessels require no pilotage westward of the Flatholms, is not supported by the opinions of those best able to form a disinterested judgment, and that as far as relates to the masters and mates of vessels frequenting the port of Bristol, and it is believed other ports also, a directly opposite feeling is entertained. The varied sets of the tide, independently of the continually changing nature of the sandbanks, being alone sufficient to make the navigation of the Channel a matter of considerable responsibility if undertaken by any person not thoroughly acquainted with its peculiarities.

"Looking also, on the one hand, to the amount of the remuneration afforded even by the present pilotage rates, and on the other hand to the necessity of keeping up as numerous a staff of pilots as can be maintained by the receipt of pilotage rates, your committee consider that a compulsory pilotage is an essential accompaniment to the preservation of an efficient Channel pilotage; and bearing in mind that the coasters and Irish traders, and also, practically, vessels under 80 tons, are exempt from this power, your committee consider that on the whole it is regarded by the mercantile community as a beneficial regulation, and that the amount of pilotage bears no comparison to the extra amount of insurance which would be charged if such compulsory protection were removed.

"As regards the grounds of complaint alleged on behalf of the port of Gloucester, your committee consider that they are illusory, but deem it unnecessary further to reply to them in detail.

"In concluding their report on this subject, your committee having regard to the expense which has hitherto been incurred by this port in raising, maintaining, and managing the pilotage of the Bristol Channel to its present very extensive and efficient state, the staff now consisting of 50 pilots, 80 men, 40 apprentices and 40 skiffs, averaging 34 tons each, has been obtained only through the exercise by the pilotage authorities of the port of a most keen and rigid discipline, and of the greatest care in the admission of duly qualified men, and which when once impaired cannot be regained except through a long course of years, and having regard also to the interests of the existing pilots, whose whole lives have more or less been devoted to the service, would beg to urge very strongly the claims of this port, and of the existing pilots, to resist any change in the present pilotage arrangements which may operate prejudicially to the interests of either."

That as the Corporation of the City of Bristol have, by the adoption of such report, refused the relief sought by your memorialists, and not only so, but have determined to resist any attempt by Gloucester, or any other of the ports in the Bristol Channel, to interfere with the existing system, your memorialists would no longer narrow the ground to their own local requirements, but crave your Lordships' consideration of the pilotage system of the whole Channel, which they will briefly detail.

The pilotage of the Bristol Channel, from Lundy Island to Kingroad, as previously stated, is under the control and entire jurisdiction of the Corporation of the City of Bristol, by Act of Parliament, 47 Geo. 3, c. 38.

Within this district there are certain local pilotage grounds permitted by the said Corporation; the pilots, in some cases, appointed by the same Corporation, in others by the Trinity Board. These exist at the ports of Llanelly, for Carmarthen Bay, Swansea and Neath, Cardiff, Bridgewater and Newport.

The Gloucester pilotage commences at Kingroad, and extends to Sharpness Point (the entrance of the Gloucester and Berkeley Canal), and as far up the River Severn as it may be required. The pilots are appointed by the Trinity Board.

Each of these places has a separate pilotage charge in addition to the Bristol Channel pilotage, excepting, perhaps, vessels bound into Carmarthen Bay, and these are not likely to be boarded by a Channel pilot.

The station for the Channel pilots is at Pill, at the mouth of the Bristol River; and each pilot is compelled to provide a skiff.

The employment of a Channel pilot between Lundy and Kingroad is compulsory on all vessels exceeding 80 tons register.

That notwithstanding the decidedly expressed opinion of the Bristol Docks Committee to the contrary, in their foregoing report, your memorialists confidently believe that it can be established on undoubted evidence, that the navigation of the Bristol Channel, westward of the Holms, is not of an intricate and difficult character, and that a moderate acquaintance with it would be sufficient to perform the voyage as securely without as with a pilot. That the compulsory employment of pilots therein is very generally felt to be a great hardship, and especially so, as upwards of 80 per cent. of the pilotage charge of the whole Channel, from Lundy to King Road, is levied upon that portion of it where the pilot is least needed. That instead of its abandonment being fraught with the evil consequences imagined, your

Appendix (A.)

memorialists believe that it would be hailed as a boon by the whole trade of the Channel. That instead of the risk being thereby increased, and the rates of insurance added to, the effect would be in the opposite direction, for it is well known that at present it is almost the universal practice of masters of vessels, the least acquainted with the navigation, and of many who know nothing about it, studiously to avoid the pilots below the Holms, and thus run considerably greater risk than they would do if the Channel were free to navigate, without the fear of detection and fine. That as to its necessity on the score of funds to maintain a sufficient staff of pilots, your memorialists would only remark that, as it is, a very large proportion of the vessels do evade the pilotage; and also that the present system might be economized.

That whilst your memorialists would not attribute any want of skill or efficiency to the pilots themselves, so far from the present system being an efficient one, they believe it to be notoriously the reverse; and that this statement can be borne out by abundant evidence. The fact that Pill is the station for the Channel pilots, and that the regulation of a skiff to each pilot necessitates the employment of craft too small to keep at sea in bad weather, is quite sufficient to show that the lower part of the Channel must be very inadequately supplied with pilots at that season of the year when they are most needed; and so seriously has this been felt to be the case, that it has, on more than one occasion, been strongly represented to the committee for managing the affairs at Lloyd's, by their agent at Ilfracombe; by that body, the complaint was referred to the Trinity Board, who could not interfere, the jurisdiction being with the Corporation of Bristol, and thus the grievance has continued.

That the evils of this system as it regards Gloucester are set forth in your memorialists' letter hereinbefore recited; and your memorialists believe that every port in the Channel, Bristol included, to a greater or less extent is similarly affected.

That, as a remedy to this state of things, your memorialists would suggest—

1st. That the power now vested in the Corporation of Bristol should be repealed, and that the jurisdiction of the whole Channel should be placed either with the Trinity Board or the Board of Trade.

2d. That vessels should be exempted from the compulsory employment of pilots between Lundy Island and the Holms.

3d. That the district of the Channel pilots should be confined between Lundy Island and the Holms; and that the stations for these pilots should be Lundy Island, Ilfracombe, and the Holms. And instead of each pilot being required to have one skiff, a few large craft should be provided, each capable of carrying several pilots.

4th. That the districts of the pilots in Carmarthen and Swansea bays should be extended down the Channel as far westward as Lundy Island.

5th. That the district of the pilots of Bridgewater should be limited as at present; and the districts of the pilots for Cardiff, Newport, Bristol and Gloucester should be restricted between those ports and the Flatholms, with liberty to board any inward-bound vessels at any distance westward within sight of the Flatholms.

6th. That local Sub-Commissioners should be appointed for the management of each local pilotage; and that the Channel pilotage should be governed by Sub-Commissioners from the ports of Ilfracombe, Bridgewater, Cardiff, Newport, Bristol and Gloucester.

That your memorialists offer this suggestion, not as being the best plan that can be devised, but they feel confident that it would ensure a sufficient and an efficient body of men, and their presence in all parts of the Channel when required; a very considerable reduction of charge on shipping; and a system more in accordance with the present necessities of the trade of the whole Channel. And your memorialists think it will not be considered presumptuous in them to have taken the initiative in this matter, when they state that the foreign merchandise imported into Gloucester in 1853 amounted to 181,429 tons, which your memorialists believe is little inferior, if anything, to that of Bristol.

But your memorialists pray that your Lordships will take this subject into consideration, and direct such investigation to be made as will enable your Lordships to determine what are the necessary and best steps to be taken in a matter affecting a very large, important and increasing part of the commerce of the country.

Given under the Seal of the Canal Company this  
25th day of January 1854.

L. S.

(signed) W. B. Clegram,  
Clerk to the Company.

(B.)

(Referred to at page 11.)

## FRENCH VESSELS ARRIVED AT GLOUCESTER, 1850.

DATE.	VESSEL.	PORT.	MASTER.	Rig.	Tons.	Bristol Channel.	Cour-signe.
1850:						Pilotage.	
11 January	Leda	Nantes	Dejoie	Schooner	91	none	F.
11 "	De Brea	"	Lancelot	Lugger	78	none	F.
14 "	Bon Père	"	Priou	Schooner	82	none	F.
14 "	Eole	"	Agasse	Lugger	70	none	F.
14 "	Clorinde	"	Lancelot	"	78	none	F.
19 "	Bonne Mère	Aiguillon	Droneau	Brig	74	—	—
22 "	Marie Mathilde	Nantes	Dejoie	Schooner	84	none	F.
22 "	Clarisse	"	Talva	"	79	none	F.
22 "	Quatre Joseph	Vannes	Thebaud	Lugger	77	—	—
22 "	Courier de Brest	Nantes	Thoby	"	47	—	—
25 "	Artémise	"	Lancelot	Schooner	79	none	F.
26 "	St. Aignau	"	Dulac	"	78	none	F.
26 "	St. Julien	Meau	Curet	Lugger	60	none	F.
29 "	Armel	Vannes	Sesquel	"	74	—	—
29 "	Bon Nicolas	Meau	Halgaud	Schooner	81	—	—
4 February	Pétite Aimée	Nantes	Moreau	Lugger	82	—	—
4 "	Deux Frères	"	Bourgeois	"	77	none	F.
23 "	Actif	St. Vaast	Thin	"	47	—	—
27 "	Conciliateur	Nantes	Erland	"	78	none	F.
28 "	Josephine	Brest	Mercantiny	"	68	none	F.
28 "	Marie Rose	Meau	Detremod	"	67	none	F.
28 "	St. Aubin	Nantes	Bojie	"	79	none	F.
1 March	Jeune Amand	"	Cloatre	"	70	none	F.
1 "	Eugénie	"	Thibaud	Brig	74	none	F.
2 "	Jeanne Marie	"	Moyon	Lugger	74	none	F.
4 "	Bon Père	"	"	"	52	none	F.
4 "	Courier de Marseilles	"	Bureau	Brig	79	none	F.
4 "	Omnibus	"	Lebeaupin	Schooner	79	none	F.
14 "	Probité	Charente	Chaput	"	79	2 l. 2 s.	F.
25 "	Père Lancelot	Nantes	Lancelot	Lugger	82	none	F.
2 April	Joseph	Sarzeai	Largouet	"	96	—	—
2 "	Mathilde	Cherbourg	Trouve	Schooner	—	—	—
3 "	Clarisse	Rochelle	Mandret	"	61	none	F.
6 "	Donne Mère	Meau	Moyon	Lugger	72	none	F.
8 "	Aimable Annette	Sarceau	Nicolajo	"	75	—	—
10 "	Favori	Bordeaux	Hurtman	Brig	116	—	—
16 "	Caroline	Nantes	Barban	Lugger	66	none	F.
6 May	Louise	Honfleur	Figuet	Schooner	51	—	—
10 "	Mont Bars	Nantes	Ollive	Lugger	74	none	F.
10 "	Eugénie	"	Codet	"	76	none	F.
10 "	Quatre Frères	Sarceau	Forget	"	78	—	—
10 "	Magdeleine Ferdinand	Nantes	Gabroit	Schooner	58	none	F.
13 "	Jeune Estelle	St. Gilles	Viand	Lugger	46	none	F.
13 "	Celestine	Billiers	Gentilhomme	"	52	none	F.
20 "	Anna Maria	Morlaix	Briant	Brig	92	3 l. 4 s.	F.
25 "	Sophie	Sables D'Olonne	Morison	Schooner	68	—	—
25 "	Albert	Cherbourg	Soret	Sloop	75	—	—
25 "	St. Pierre	Sarceau	Calvé	Lugger	91	—	—
8 June	Sablais	Sables	Breluraux	Brig	77	none	F.
10 "	Melanie Heloise	Nantes	Renaudin	Schooner	79	none	F.
18 "	Othelia	Rochelle	Lacroix	"	57	none	F.
1 July	Josephine	Morieq	Lediot	Lugger	52	none	F.
1 "	Aimable Eutatie	Redon	Teaserot	"	66	none	F.
1 "	Marguerite	Nantes	Lemerle	"	76	none	F.
1 "	Pensée	St. Vaast	Lessart	Schooner	71	—	—
18 "	Marie Louise	Nantes	Cadon	"	79	none	F.
18 "	Elija Ernest	Rochelle	Arbignon	"	73	none	F.
18 "	Alerte	Nantes	Huerlin	Lugger	78	none	F.
19 "	Auguste Virgine	L'Orient	Prevost	Schooner	68	none	F.
23 "	St. Nicolas	Navalo	Largouet	Lugger	49	none	F.
23 "	Victor Marie	Nantes	Charbonnet	Schooner	84	none	F.
23 "	Trois Sœurs	"	Moreau	Lugger	84	none	F.
26 "	Cinq Frères	Trinité	Le Goff	"	81	none	F.

DATE.	VESSEL.	PORT.	MASTER.	Rig.	Tons.	Bristol Channel.	Consignee.
1850:							
7 August	Heloise - - -	Lorzeau -	Le Vigoureaux -	Lugger -	79	Pilotage. none -	F.
8 "	Deux Frères - - -	Nantes -	Bourgeois - - -	" -	82	none -	F.
8 "	Jeune Henry - - -	" -	Arderin - - -	" -	74	none -	F.
8 "	Jeune Clémence - - -	" -	Bertrand - - -	" -	74	none -	F.
8 "	Cecile - - -	Cherbourg -	Groult - - -	Sloop -	55	none -	F.
19 "	Anna Maria - - -	Larzeau -	Largonet - - -	Lugger -	77	—	—
23 "	Caroline - - -	L'Orient -	Seveno - - -	" -		none -	F.
24 "	Jules - - -	Nantes -	Lecompte - - -	Schooner -	107	4l. 4s. Freight: 80l. 2s. 9d.	F.
24 "	Aline - - -	" -	Codet - - -	" -	76	none -	F.
24 "	Josephine - - -	" -	Lesquello - - -	" -	76	1l. 1s. Freight: 63l. 4s. 3d.	F.
26 "	Myosotis - - -	" -	Cassard - - -	" -	78	none -	F.
26 "	Jne. Marie Eleonire - - -	" -	Perraud - - -	" -	77	none -	F.
26 "	Omnibus - - -	Nantes -	Lebeaupin - - -	" -	79	none -	F.
26 "	Leontine Emma - - -	" -	Chaperon - - -	" -	78	none -	F.
27 "	Bon Père - - -	" -	Moyon - - -	Lugger -	53	none -	F.
27 "	Joseph Hypolite - - -	Meau -	Renaudin - - -	" -	69	none -	F.
27 "	Jne. Adolphe - - -	Larzeau -	Ricordel - - -	" -	52	none -	F.
27 "	Henry - - -	Nantes -	Marini - - -	Schooner -	80	none -	F.
29 "	Alexandre - - -	Navalo -	Causic - - -	Lugger -	38	none -	F.
31 "	Jacques Victor - - -	Nantes -	Hubriet - - -	Ketch -	79	none -	F.
3 September	Esperance - - -	Billiere -	Bidaud - - -	Lugger -	73	none -	F.
9 "	Artémise - - -	Nantes -	Lancelot - - -	Schooner -	79	none -	F.
9 "	Conciliateur - - -	" -	Ertand - - -	Lugger -	82	none -	F.
10 "	Amiable Josephine - - -	Larzeau -	Lebevre - - -	" -	72	—	—
10 "	Protégé de Marie - - -	Meau -	Austin - - -	" -	80	none -	F.
10 "	Prevoyant - - -	Navalo -	Leserf - - -	" -	68	—	—
10 "	Aimable Annette - - -	Larzeau -	Nicolazo - - -	" -	70	—	—
11 "	Espoir - - -	Billiers -	Fouché - - -	" -	52	none -	F.
11 "	Anais - - -	Trinité -	Plemer - - -	" -	98	—	—
11 "	St. Joseph - - -	Morlaix -	Gadonin - - -	" -	47	—	—
12 "	Corine Augustine - - -	Nantes -	Cassard - - -	" -	72	1l. 1s.	F.
12 "	Courier de Douaonenez - - -	Bayonne -	Péton - - -	" -	58	—	—
12 "	Deux Sœurs - - -	Brehat -	Le Laguin - - -	Sloop -	31	—	—
12 "	Elodie Antoine - - -	Nantes -	Halgrand - - -	Schooner -	79	none -	F.
14 "	Jne. Louise - - -	" -	Ropert - - -	Lugger -	57	—	—
16 "	Montbars - - -	" -	Ollive - - -	" -	74	none -	F.
16 "	Slania las Marie - - -	Meau -	Simon - - -	" -	77	none -	F.
18 "	Albert - - -	Bayonne -	Ricordel - - -	" -	90	none -	F.
20 "	Deux Frères - - -	Brest -	Taillebois - - -	" -	62	—	—
20 "	Nouvelle Union - - -	Sables -	Niel - - -	Schooner -	68	—	—
21 "	Actif - - -	Redon -	Garel - - -	Lugger -	55	none -	F.
25 "	Paix - - -	Cournelle -	Marie - - -	" -	67	—	—
8 October	Jenny - - -	Dunge -	Morel - - -	Brig -	185	—	—
19 "	Alpensine Jeanne - - -	Nantes -	Ertand - - -	Schooner -	85	none -	F.
21 "	Celeste - - -	Brest -	Vineau - - -	Lugger -	35	none -	F.
21 "	Emile - - -	Nantes -	Semerle - - -	" -	76	none -	F.
21 "	Quatre Frères - - -	Sarzeau -	Forget - - -	" -	78	none -	F.
21 "	Anna Maria - - -	Landerneau -	Serret - - -	" -	86	none -	F.
21 "	Tech - - -	Bordeaux -	Pirou - - -	" -	43	none -	F.
21 "	Jne. Julie - - -	Morieq -	Egane - - -	" -	79	none -	F.
21 "	Corally - - -	Zest -	Lesia - - -	Schooner -	66	—	—
22 "	Bon Retour - - -	Sarzeau -	Porcreau - - -	Lugger -	78	—	—
22 "	Brivé - - -	Meau -	Mahé - - -	" -	48	none -	F.
23 "	Y - - -	Nantes -	Plyou - - -	Barque -	201	—	—
4 November	Bon Père - - -	" -	Priou - - -	Schooner -	82	none -	F.
4 "	Jne. Amand - - -	" -	Cloatre - - -	Lugger -	70	none -	F.
4 "	Force - - -	" -	Tessier - - -	Schooner -	70	—	—
4 "	Jne. Mercuare - - -	" -	Billard - - -	Lugger -	38	—	—
4 "	Marie Anne - - -	" -	Lecorre - - -	" -	75	—	—
4 "	Bastille - - -	" -	Louis - - -	" -	76	none -	F.
4 "	Glaneur - - -	" -	Le Feuvre - - -	" -	72	none -	F.
4 "	Sirene - - -	" -	Tille - - -	Schooner -	87	none -	F.
4 "	Delphine - - -	" -	Barbeau - - -	" -	83	none -	F.
7 "	Deux Rosalie - - -	" -	Le Darich - - -	" -	69	—	—
12 "	Chas. Marie - - -	Virtabelez -	Lequimine - - -	Lugger -	62	none -	F.
12 "	Union - - -	Bayonne -	Viomorrent - - -	Schooner -	77	none -	F.
14 "	Josephine - - -	Brest -	Mercantiny - - -	Lugger -	68	none -	F.
18 "	Angelique Marie - - -	Treguier -	Petibon - - -	Sloop -	49	none -	F.

DATE.	VESSEL.	PORT.	MASTER.	Rig.	Tons.	Bristol Channel.	Consignee.
1850:							Pilotage.
18 November	Volontaire	Bordeaux	Marconible	Brig	149	none	F.
20 "	Pekin	Nantes	Mahé	Lugger	67	—	—
20 "	Beaulieu	"	Boju	"	69	none	F.
20 "	Leocadie	"	Lemerle	"	54	none	F.
20 "	Laberieux	"	Tavernier	"	75	—	—
20 "	Eole	"	Aguesse	"	71	none	F.
20 "	Celine Marie	"	Marie	Schooner	78	—	—
20 "	Adeline Felix	"	Soulas	Lugger	59	none	F.
20 "	Espoir	Mesquer	Camaret	"	75	—	—
20 "	Anna Maria	Sarzeau	Largouet	"	81	—	—
20 "	Marie Anne	Bordeaux	Corrie	Schooner	76	—	—
22 "	Esperance	Nantes	Michaud	Brig	79	—	—
22 "	Jne. Amedée	"	Franeau	Lugger	64	none	F.
4 December	Lynx	Nantes	Leveux	Schooner	80	none	F.
4 "	Polixéne	Caen	Le Prevost	"	92	none	F.
4 "	Diligent	Nantes	Bessae	Lugger	70	none	F.
4 "	Pilote	"	Orthion	"	69	none	F.
6 "	Benjamin	"	Soulas	"	78	none	F.
6 "	Henri Marie	Eleaza	Bulot	"	77	—	—
7 "	Lusscan	Nantes	Devineau	"	37	—	—
7 "	Intrepide	"	Logé	"	77	1l. 10s.	F.
7 "	Doux Zephir	"	Chauvelon	"	67	—	—
7 "	Ville du Crotoy	Dunkerque	Trudu	Schooner	62	—	—
10 "	Maris Stella	Port Navalo	Corchuan	"	96	—	—
10 "	Léonidas	Nantes	Dupré	Lugger	30	10s. Freight : 21l. 10s. 3d.	F.
10 "	Hazard	Sables d'Olonne	Goulpeau	Brig	80	—	—
10 "	Camélia	Nantes	Manchu	"	162	none	F.
12 "	Julien Marie	Isle d'Aux	Le Baron	Lugger	83	—	—
12 "	Victor Marie	Nantes	Charbonnell	"	84	none	F.
13 "	Jne. Charles	"	Viand	"	72	—	—
14 "	Prosper	"	Talva	"	83	none	F.
14 "	Félicité	Auray	Lereux	"	100	—	—
14 "	Tamerlane	Nantes	Ardronneau	"	54	—	—
14 "	Jne. St. Vincente	Rochelle	Pauchèrre	"	60	—	—
14 "	Melanie Héloise	Nantes	Renaudin	Schooner	79	—	—

30 }  
 33 }  
 33 }  
 33 } 199 French vessels arrived at Gloucester in 1850.  
 33 }  
 33 }  
 4 }

110 of these the Broker was Mr. J. G. Francillon.

7 of these only had Bristol Channel Pilots.

Upwards of 90 per cent. did not take Pilots.

In this proportion 180 of the 199 vessels would have passed up the Channel safely without Bristol Channel Pilots, and by far the larger number of them strangers to the Channel.

## Appendix (C.)

(C.)

(Referred to at page 88.)

RETURN, pursuant to 16 & 17 Vict., c. 129, s. 18, of the TOTAL AMOUNT received for PILOTAGE of VESSELS into the Port of *Bristol*, in the Quarter ending 31 December 1851.

Distances for which Piloted, according to the different Distances in the Scale of Rates.					T O T A L S.			
From		To			Number of Vessels.	Amount.		
						£. s. d.		
Lundy -	-	-	-	Swansea District.				
Lundy -	-	-	-	Bridgewater District	4	18	1	-
Lundy -	-	-	-	Cardiff District	50	256	18	6
Lundy -	-	-	-	Newport District	23	182	13	-
Lundy -	-	-	-	Kingroad	37	239	18	6
Lundy -	-	-	-	Cumberland Basin	96	783	11	3
Swansea District	-	-	-	Cardiff District.				
Swansea District	-	-	-	Newport District.				
Swansea District	-	-	-	Kingroad.				
Swansea District	-	-	-	Cumberland Basin.				
Bridgewater District	-	-	-	Cardiff District.				
Bridgewater District	-	-	-	Newport District.				
Bridgewater District	-	-	-	Kingroad.				
Bridgewater District	-	-	-	Cumberland Basin.				
Coombe	-	-	-	Bridgewater District.				
Coombe	-	-	-	Cardiff District	2	3	16	-
Coombe	-	-	-	Newport District	1	4	7	-
Coombe	-	-	-	Kingroad	5	17	9	-
Coombe	-	-	-	Cumberland Basin	11	67	16	9
Minehead	-	-	-	Cardiff District	1	-	16	-
Minehead	-	-	-	Newport District.				
Minehead	-	-	-	Kingroad	1	2	13	-
Minehead	-	-	-	Cumberland Basin	7	26	4	9
Holms	-	-	-	Newport District.				
Holms	-	-	-	Kingroad	2	2	9	-
Holms	-	-	-	Cumberland Basin	10	25	4	6
Cardiff	-	-	-	Cumberland Basin	2	11	2	-
Newport	-	-	-	Cumberland Basin.				
Kingroad	-	-	-	Cumberland Basin	60	84	6	6
Lundy	-	-	-	Bideford District	1	2	6	-
Bideford District	-	-	-	Cumberland Basin.				
TOTAL - - -					313	1,679	12	9

	£.	s.	d.
Gross Amount of Pilotage, inwards - -	1,679	12	9
Less, Expenses paid by Pilots in Wages, and Assistance up the River Avon - -	679	19	9
Net - - -	£. 999	13	-



RETURN, pursuant to 16 & 17 Vict., cap. 129, s. 18, of the TOTAL AMOUNT received for PILOTAGE of VESSELS out of the Port of *Bristol*, in the Quarter ending 31 December 1853.

Distances for which Piloted, according to the different Distances in the Scale of Rates.		TOTALS.	
From	To	Number of Vessels.	Amount.
			£. s. d.
Cumberland Basin -	Kingroad - - - - -	1	1 7 6
Cumberland Basin -	Newport District - - - - -	16	48 15 9
Cumberland Basin -	Cardiff District - - - - -	38	115 9 -
Cumberland Basin -	Bridgewater District.		
Cumberland Basin -	Swansea District - - - - -	1	8 3 6
Cumberland Basin -	Lundy - - - - -	86	691 15 3
Kingroad - - -	Newport District.		
Kingroad - - -	Cardiff District.		
Kingroad - - -	Bridgewater District.		
Kingroad - - -	Swansea District.		
Kingroad - - -	Lundy - - - - -	23	149 16 6
Newport District -	Cardiff District.		
Newport District -	Bridgewater District.		
Newport District -	Swansea District.		
Newport District -	Lundy - - - - -	4	30 14 3
Cardiff District -	Bridgewater District.		
Cardiff District -	Swansea District.		
Cardiff District -	Lundy - - - - -	63	347 13 -
Bridgewater District -	Swansea District.		
Bridgewater District -	Lundy.		
Swansea District -	Lundy.		
Minehead - - -	Lundy - - - - -	1	4 7 -
	TOTAL - - - - -	233	1,398 1 9

Gross Amount of Pilotage Outwards	- - -	£. s. d.
		1,398 1 9
Less, Expenses paid by Pilots in Wages, and Assistance down the River Avon	- - -	557 14 2
Net	- - -	£. 840 7 7

(D.)

*(Referred to at page 89.)*RETURN of VESSELS entering Swansea Harbour, in the Quarter ending 31st December 1853,  
liable to Channel Pilotage.

Date of Entry.	N A M E.	Tons.	F R O M.	T O.
1853 :				
October 3	Odix - - - -	49	Brest - - - -	Neath.
" "	Jules - - - -	36	ditto - - - -	Brest.
" "	Carl Ritter - - - -	216	Calderia - - - -	Pont ye Gal.
" "	Iris - - - -	116	Granville - - - -	Granville.
" "	Mariner - - - -	120	Gweek - - - -	Gibraltar.
" 4	Duke of Cornwall - - - -	108	Nantes - - - -	Southampton.
" "	Daris - - - -	124	Aeiro - - - -	Belfast.
" "	Mary - - - -	211	Havre - - - -	Sheerness.
" "	Marie Salestine - - - -	70	Brest - - - -	Bordeaux.
" "	Bonne St. Ann - - - -	72	ditto - - - -	Brest.
" "	Kalamazoo - - - -	34	Jersey - - - -	Jersey.
" "	Monarque - - - -	257	Nantes - - - -	Ceylon.
" "	Unicorn - - - -	136	Jersey - - - -	Messina.
" "	Charon - - - -	150	Constantinople - - - -	Bristol.
" "	Hercules - - - -	482	Bristol - - - -	Sierra Leone.
" "	Harmonie - - - -	452	Havre - - - -	Adelaide.
" "	Alfon - - - -	330	Dublin - - - -	Gibraltar.
" 5	Commodore - - - -	292	Cuba - - - -	Cuba.
" "	Pinta - - - -	170	Dublin - - - -	Alexandria.
" 6	Margueritte - - - -	401	St. Malo - - - -	Ceylon.
" "	Esperance - - - -	606	Nantes - - - -	ditto.
" "	Louis - - - -	348	St. Malo - - - -	Cape de Verds.
" "	Merk - - - -	366	Hamburgh - - - -	ditto.
" 13	Cherub - - - -	114	Southampton - - - -	Havre.
" 14	Thomas - - - -	107	Plymouth - - - -	Honfleur.
" "	Nindeeps - - - -	129	London - - - -	Madeira.
" "	Echo - - - -	59	Soilly - - - -	Rouen.
" 15	Maria Matilda - - - -	361	Cork - - - -	Lisbon.
" "	Alexandrina - - - -	380	Malta - - - -	Quebec.
" "	Herald - - - -	349	Cork - - - -	Mauritius.
" "	Falcon - - - -	36	Pontlabe - - - -	Bristol.
" 17	Adventure - - - -	59	Riva de Sella - - - -	Seville.
" "	Pearl - - - -	358	Cuba - - - -	Cuba.
" 18	Pomona - - - -	30	Rouen - - - -	Plymouth.
" "	Nelly Bodkin - - - -	79	Brest - - - -	Marseilles.
" 19	William - - - -	116	Honfleur - - - -	Hayle.
" 20	William Nicholson - - - -	425	Cuba - - - -	Cuba.
" "	Wanderer - - - -	55	Rouen - - - -	Rouen.
" 21	Jessie - - - -	444	Quebec - - - -	Cape de Verds.
" 24	Emerald - - - -	54	Jersey - - - -	Jersey.
" "	Matinal - - - -	242	St. Malo - - - -	Ceylon.
" 25	Victoria - - - -	27	Milford - - - -	Jersey.
" 28	Jeune Eskernell - - - -	231	Belfast - - - -	Rio Janeiro.
" 29	Cornolan - - - -	86	Carthegena - - - -	St. Ives.
Nov. - 1	Strong - - - -	418	London - - - -	Cape de Verds.
" "	Tom Bell - - - -	346	Cuba - - - -	Cuba.
" "	Jeune Marie - - - -	109	St. Brieux - - - -	Brest.
" "	June Zoe - - - -	74	Brest - - - -	ditto.
" "	Utile - - - -	360	Nantes - - - -	Nantes.
" 2	Golconda - - - -	418	Cuba - - - -	Cuba.
" 3	Dryade - - - -	76	Havre - - - -	Havre.
" 4	Salestine - - - -	78	Brest - - - -	Brest.
" "	Marie Alia - - - -	49	ditto - - - -	ditto.
" 5	Jenifer - - - -	59	Rouen - - - -	Charlestown.
" "	Nymph - - - -	87	Teignmouth - - - -	Guernsey.
" 7	Jeune Roman - - - -	42	Honfleur - - - -	Borlfleur.
" "	Lady Louisa - - - -	53	Truro - - - -	Malaga.
" 9	Osprey - - - -	41	Jersey - - - -	Jersey.
" 10	Lord Nelson - - - -	45	Southampton - - - -	Brest.
" 12	Jeune Aline - - - -	79	Borlfleur - - - -	Cherount.

Date of Entry.	N A M E.	Tons.	F R O M.	T O
<b>1853 :</b>				
Nov. - 12	Morrison - - - -	38	Rouen - - - -	Devon.
" "	Cherub - - - -	114	Havre - - - -	Southampton.
" 14	Louise - - - -	445	Quebec - - - -	Cardiff.
" "	Elizabeth - - - -	230	Calderia - - - -	Neath.
" 15	Emerald - - - -	54	Jersey - - - -	London.
" 16	Nancy - - - -	181	Brest - - - -	Mercells.
" 17	Eliza Beynon - - - -	38	Rouen - - - -	Ross.
" "	Esperance - - - -	79	Cherbourg - - - -	Bordeaux.
" 19	Jeune Anet - - - -	77	Brest - - - -	Havre.
" 21	Larke - - - -	40	Plymouth - - - -	Jersey.
" "	Victory - - - -	27	Milford - - - -	Guernsey.
" 22	Cazar Piere - - - -	146	St. Malo - - - -	Neath.
" 26	Azarin - - - -	105	London - - - -	Madeira.
" 29	Alfred Marie - - - -	180	Cherbourg - - - -	Algiers.
" 30	Blanche - - - -	360	London - - - -	Madeira.
" "	Monturo Primerio - - - -	236	ditto - - - -	Oporto.
Dec. - 2	Henrietta - - - -	394	Cuba - - - -	Cuba.
" 3	Equateur - - - -	400	Nantes - - - -	Singapore.
" "	Vigilant - - - -	34	Gloucester - - - -	Lucon.
" "	June Zoe - - - -	74	Cherbourg - - - -	Brest.
" "	Veanne - - - -	248	Nantes - - - -	Nantes.
" 5	Catania - - - -	155	Catania - - - -	Catania.
" 6	Marmora - - - -	321	Quebec - - - -	London.
" "	Queen - - - -	161	Prince Edward's Island	Malta.
" "	Feronia - - - -	141	Liverpool - - - -	Marcellas.
" "	John and Mary - - - -	38	Carmarthen - - - -	Guernsey.
" "	Eliza - - - -	85	Exeter - - - -	Calais.
" 7	Falcon - - - -	38	Jersey - - - -	Jersey.
" "	Jeune Noal - - - -	79	Can - - - -	Bordeaux.
" "	Deux Sophia - - - -	78	Guernsey - - - -	ditto.
" 8	Chateau Brand - - - -	193	St. Malo - - - -	Cronstadt.
" 9	Minerva - - - -	73	Brest - - - -	Honfleur.
" 10	Marie - - - -	38	St. Malo - - - -	Llanelly.
" "	Susan - - - -	79	Honfleur - - - -	Dublin.
" "	Jack Victor - - - -	76	Nantes - - - -	Nantes.
" 12	Esther - - - -	48	Cherbourg - - - -	Brest.
" 13	Cherub - - - -	114	Southampton - - - -	Honfleur.
" 14	Mercy - - - -	219	Plymouth - - - -	Catania.
" 15	Claudius - - - -	182	ditto - - - -	Marcellas.
" 16	Jeune Marie - - - -	109	Brest - - - -	Brest.
" "	Niord - - - -	286	Fowey - - - -	Malta.
" 17	Demetrius - - - -	233	Coquimbo - - - -	Coquimbo.
" "	Sunbeam - - - -	266	Cuba - - - -	Cuba.
" 19	Helena - - - -	286	Mirinople - - - -	Limerick.
" "	Charles - - - -	281	Coquimbo - - - -	Coquimbo.
" "	Meta Herminia - - - -	72	Dublin - - - -	Madeira.
" 21	Louis - - - -	63	Brest - - - -	Brest.
" "	Nerio - - - -	32	Exeter - - - -	St. Malo.
" 22	Medora - - - -	36	Dartmouth - - - -	ditto.
" "	St. Michael - - - -	66	St. Malo - - - -	ditto.
" "	Larch - - - -	63	Belfast - - - -	Jersey.
" "	No One - - - -	34	Jersey - - - -	Belfast.
" 24	Nisibis - - - -	151	London - - - -	Lisbon.
" "	Marie Adele - - - -	75	Brest - - - -	Bordeaux.
" "	Eugene et Paul - - - -	79	ditto - - - -	Nantes.
" "	Deux Freres - - - -	148	St. Malo - - - -	Neath.
" 28	Alarm - - - -	168	Havre - - - -	Southampton.
" "	Eleanor - - - -	147	Plymouth - - - -	Havre.
" "	John and Catherine - - - -	71	ditto - - - -	Rouen.
" "	Pursuit - - - -	731	London - - - -	Cape de Verds.
" "	Choice - - - -	177	Bristol - - - -	Table Bay.
" "	Alice - - - -	123	Southampton - - - -	Madeira.
" "	Tar - - - -	190	London - - - -	London.
" "	Zelie - - - -	393	Havre - - - -	Cape de Verds.
" "	Angelina - - - -	288	London - - - -	Pont ye Gal.
" "	Susan - - - -	151	Rouen - - - -	Catania.
" "	Rensite - - - -	166	ditto - - - -	Cape de Verds.
" "	Queen of the Isles - - - -	276	Guernsey - - - -	Mauritius.
" "	St. Antonio Felix - - - -	75	Bristol - - - -	Havre.
" "	Athalie - - - -	153	Havre - - - -	Cape de Verds.
" "	Amile - - - -	176	Nantes - - - -	Table Bay.

Appendix (E.)

(E.)

*(Referred to at Page 92.)*

## PILOTAGE.

EXTRACTS from CORRESPONDENCE between the Bristol Chamber of Commerce and *W. H. Gore Langton, Esq.*, one of the Members in Parliament for the City of Bristol.

## No. 1.

EXTRACT from Letter of *Mr. James Bush*, Chairman of the Committee of the Bristol Chamber of Commerce, to *Mr. Langton*, dated Bristol, 30 May 1853.

WITH regard to other suggestions, there is one which I find of very great importance, and which it would perhaps be best that you should communicate directly to *Mr. Cardwell*, as it would, I imagine, be impracticable in a Committee of the whole House to carry any clause which would effect the object, unless under the sanction of the promoters of the Bill. The suggestion is, that the pilotage fees, both inwards and outwards, should be paid at the Custom-house in the same manner that the light dues are, and that no vessel liable to pilotage dues shall be allowed to pass the Custom-house until such fees have been paid; in fact, that just such regulations should be observed in regard to this matter as those which now prevail relative to the fees and papers under the Mercantile Marine Act. I understand that this is the practice now in some places; I have heard Dublin and Liverpool named as such. In Newport also it is the custom, though I am not aware that the law sanctions it, and it is only applied to their river district. I am assured by the best authority, that by far the greatest portion of foreign vessels, for which pilotage is much more needed than for those belonging to the port, escape pilotage, because there are no means of recovering the fees, and I am told, that if the suggestion now made were adopted, the system of pilotage would be more efficient than it is at present, and that the rates might be reduced at least one half. You will see, therefore, its importance, and I hope *Mr. Cardwell* will adopt it.

## No. 2.

EXTRACT from Letter of *Mr. Langton* to *Mr. Bush*, dated London, 1 August 1853.

WITH regard to the Pilotage Bill, *Mr. Cardwell* objects to the pilotage fees being paid at the Custom-house, as being too stringent a measure, and likely to lead to great opposition. I confess I do not agree with him in his view, and will endeavour to persuade him to reconsider the matter.

## No. 3.

EXTRACT from Letter of *Mr. Bush* to *Mr. Langton*, dated Bristol, 3 August 1853.

OUR pilotage committee still entertain a decided opinion that the pilotage fees should be paid at the Custom-house. *Mr. Cardwell's* objection is considered by them to be an argument in favour of their view, or at least as no answer to their complaint. If the system be, as it professes, a compulsory one, why should a large majority of the vessels which most require a pilot escape without one, and evade the payment, or why, on the other hand, should those which least need pilotage pay twice as much as would be necessary, if all paid alike? The case is every day occurring of foreign vessels refusing a pilot, and there are no means of putting the law in force, because neither the owner nor the captain can be reached. If some such remedy as that suggested be not adopted, the system will practically be a voluntary one. The dissatisfaction of English shipowners with such partial legislation, as they consider it, will naturally stir them to resistance. If you could convey these representations to *Mr. Cardwell*, our committee will be obliged. It is estimated that from 500 to 600 vessels per annum leave the Bristol Channel without paying its pilotage.

## No. 4.

EXTRACT from Letter of *Mr. Langton* to *Mr. Bush*, dated London, 4 August 1853.

I HAVE this afternoon again represented to *Mr. Cardwell* the strongly expressed wishes of our Chamber of Commerce with regard to the question of the pilotage fees; he has promised again to consider the subject carefully, and I hope he may be induced to introduce some clause on the subject.

No. 5.

Appendix (E.)

EXTRACT from Letter of Mr. *Bush* to Mr. *Langton*, dated Bristol, 8 August 1853.

THE committee entertain so decided an opinion that all ships should be placed on an equal footing with respect to the payment of fees, that they have determined to petition the House of Lords on the subject, if no provision has been made in the Bill to meet their suggestion.

COPY of PETITION referred to.

To the Right Honourable the Lords Spiritual and Temporal of the United Kingdom of Great Britain and Ireland, in Parliament assembled.

The humble Petition of the Bristol Chamber of Commerce,

Showeth,

THAT your petitioners have been informed that a Bill is now before your Right honourable House, which purports to make better provision for the management of the pilotage affairs of this kingdom, and that such Bill contains no provision which will make the payment of pilotage fees compulsory on foreigners.

That a very large proportion of the shipping which enters the Bristol Channel is owned by foreigners, and that by far the greater portion of the captains of such ships refuse to take a pilot, and that the law cannot reach them or the owners of such ships.

Your petitioners humbly represent to your Right honourable Lordships that this is a great grievance to the British shipowners, who are compelled to pay much higher fees; stated to your petitioners to be double in the Bristol Channel in consequence of the said foreign ships escaping.

Your petitioners, therefore, pray that your Right honourable House will be pleased to insert a clause or provision in the said Bill, obliging all parties who may be legally liable to pay pilotage fees, to pay the same at Her Majesty's Custom-house at the several ports, or at the local marine offices established under the Mercantile Marine Act; or that you will adopt such other remedy as your Right honourable House may deem fitting and proper; and your petitioners, as in duty bound, will ever pray.

Signed on behalf of the

Bristol Chamber of Commerce,

*James Bush,*

Chairman of the Committee.

No. 6.

EXTRACT from Letter of Mr. *Langton* to Mr. *Bush*, dated London, 9 August 1853.

MR. Cardwell appears now to be fully aware of the importance of the point suggested by the Bristol Chamber of Commerce with regard to the pilotage fees being paid at the Custom-house; but as it will be necessary, before introducing any provision on the subject, to consult and ascertain the opinions of all the principal ports in the kingdom, he has considered it would have been impracticable to have done so at the present time; the Pilotage Bill has, therefore, been passed in its present form. Mr. Cardwell has assured me, however, that during the recess he intends to prepare for the ensuing Session a general Bill, to consolidate all the existing Acts or laws relating to pilotage, and the merchant shipping in general; and, in framing that Bill, he will give the most serious consideration to the proposal emanating from the Bristol Chamber of Commerce, and be most ready to receive from them any information or communication bearing upon the subject.

I have arranged with Mr. Berkeley to take charge of the petition, which he will undertake to have presented to the House of Lords. Mr. Cardwell wished me also to state to the Chamber of Commerce and pilotage authorities, that the Board of Trade will be careful to send down a person totally free from all feelings of local interest to report on the different pilotage arrangements in the Severn and Bristol Channel; and both Mr. Berkeley and myself assured him, that such a party would meet with every facility for obtaining information, and be met also in a fair and friendly spirit by the merchants and authorities of Bristol.

No. 7.

COPY of letter from the Earl of *Albemarle* to Mr. *H. Berkeley*, the other Member in Parliament for the City of Bristol.

Dear Sir,

House of Lords, 12 August 1853.

I HAD the pleasure of presenting the petition from the Bristol Chamber of Commerce, on the subject of obliging foreigners to the payment of pilotage fees. I have since been in communication with Lord Stanley, who has charge of the Bill in the House of Lords. He

Appendix (E.)

stated that there would be a difficulty of introducing a general clause which could only be of local application, but seemed well disposed to consider favourably the suggestion the petition of the Chamber of Commerce contains.

I have, &c.  
(signed) *Albemarle.*

*Memorandum.*—That during the present Session of Parliament, Mr. Cardwell has brought in the Bill referred to in Mr. Langton's letter of the 9th of August; but as it contains no clause or provision to the effect prayed for, the committee of the Chamber of Commerce consider it desirable to take the present opportunity of directing the attention of the Board of Trade to the subject.

Bristol, 24 April 1854.

(signed) *Leonard Bruton*, Secretary,  
Bristol Chamber of Commerce.

Appendix (F.)

(F.)

(*Referred to at page 97.*)

The humble Memorial of the Deputy Pilots of Pill,

Sheweth,

That there are two descriptions of pilots at Pill: the branch pilots that are received by the Society of Merchants, and under the control of Captain Drew, and who pilot the large vessels and all foreign vessels from Lundy to Pill; and your petitioners and their fellows, many of whom are now on the water, and have been employed during their whole lives in piloting vessels up and down the Channel. That formerly there were about 30 branch pilots, but that recently the branch pilots have been greatly increased, and that there are now between 50 and 60. That it has always been the privilege of the branch pilots to take from the deputy pilots any large or foreign vessel that the deputy pilot may have had in charge. Your petitioners do not desire that such privilege should be taken from them, but your petitioners pray that the small vessels and the coasting vessels that have always been under the pilotage of your petitioners may still be left to them; they pray that certain rules and regulations may be drawn up, by which the constant disputes that now take place between the branch pilots and your petitioners may be put an end to. Formerly your petitioners had a printed document, authorising them to take small vessels and coasters, and intimating the qualification of your petitioners; no such document or license has been given to your petitioners of late years, and they pray that they may be licensed by some constituted authority, if, after examination, they are found qualified to act as deputy pilots. Your petitioners beg leave to state, that there are two descriptions of pilots licensed from Gloucester, the regular Gloucester pilot, and the canal pilots; and your petitioners feel assured it would tend to the public benefit if there were deputy pilots licensed from the port of Bristol for small vessels and that such deputy pilots, if well qualified and of good character, might be eligible to be appointed branch pilots when vacancies should arise; your petitioners also pray that it should be ascertained what number of branch pilots should be required for the Bristol Channel, and that they should be limited to that number.

And that a certain number of deputy pilots should be licensed to take charge of small vessels and coasters, and that such license should be issued by some authority different from that by which the branch pilots are licensed.

And your petitioners will be grateful.

*George Lewis.*  
*Joseph Rumney.*  
*George Rogers.*  
*Joseph Heazel.*  
*John Slade.*  
*William Hale.*  
*George Marshall.*  
*John Collins.*  
*William Carter.*  
*Samuel Rumney.*  
*George Hunt.*  
*John Brooks.*  
*Thomas Hunt.*  
*Joseph Cox.*

*Jeremiah Berry.*  
*Charles Berry.*  
*James Stone.*  
*John Rice.*  
*Henry Rice.*  
*James Fisher.*  
*Samuel Brooks.*  
*Thos. Adams.*  
*John Adams.*  
*James Adams.*  
*Henry Adams.*  
*William Rowland.*  
*Thomas Main.*

(G.)

(Referred to at pages 108 and 123.)

AN ACCOUNT of the Expenses of *Matthews*, the *Gloucester* Pilot, which are in excess of the General Expenses of the other Pilots.

	Per Annum.
Boat wear and tear - - - - -	£. 10 - -
One man, wages at 2 <i>l.</i> per month - - - - -	24 - -
Clothes and pocket-money for apprentice - - - - -	8 - -
Keep of man and boy, at 1 <i>s.</i> per day each (at present costing 1 <i>s.</i> 3 <i>d.</i> per day) - - - - -	36 10 -
Renewal of license - - - - -	2 2 -
Superannuation Fund to Trinity Board, 2½ per cent. on earnings, on 250 <i>l.</i> a year - - - - -	6 5 -
<b>TOTAL Annual Payments - -</b>	<b>£. 86 17 -</b>

(H.)

(Referred to at page 123.)

LIST of VESSELS, Foreign and Coasting, arriving at Port of *Gloucester*, between 26th September 1853 and 31st December 1853 inclusive.

	FOREIGN.		COASTING.	
	80 Tons and above.	Under 80 Tons.	80 Tons and above.	Under 80 Tons.
From 26th to 30th Sept. - -	5	1	- -	3
„ 1st Oct. to 31st Dec. -	58	7	28	200
	63	8	28	203

Gloucester and Berkeley Canal Office, Gloucester,  
24 April 1854.

H. Waddy.

(I.)

RETURN, pursuant to 16 & 17 Vict. c. 129, s. 18, of the TOTAL AMOUNT received for PILOTAGE of VESSELS into the Port of *Cardiff*, in the Quarter ending 31 December 1853.

Distances for which Piloted, according to the different Distances in the Scale of Rates.		TOTALS.	
From	To	Number of Vessels.	Amount.
Penarth Roads - -	Bute Docks - - - - -	328	£. s. d. 261 11 10
	<b>TOTAL - - -</b>	<b>328</b>	<b>261 11 10</b>

	£.	s.	d.
Gross Amount of Pilotage Inwards - - - - -	261	11	10
Less, Expenses paid by Pilots in Wages - - - - -	26	11	5
<b>Net - - -</b>	<b>£. 235</b>	<b>-</b>	<b>5</b>

## Appendix (I.)

RETURN, pursuant to 16 & 17 Vict. c. 129, s. 18, of the TOTAL AMOUNT received for PILOTAGE of VESSELS out of the Port of *Cardiff*, in the Quarter ending 31 December 1853.

Distances for which Piloted, according to the different Distances in the Scale of Rates.		TOTALS.	
From	To	Number of Vessels.	Amount.
Bute Docks - - -	Penarth Roads - - -	333	£. s. d. 447 11 7
	TOTAL - - -	333	447 11 7

		£. s. d.
Gross Amount of Pilotage Outwards - - -	447 11 7	
Less, Expenses paid by Pilots in Wages - - -	32 2 -	
Net - - -	£. 415 9 7	

## Appendix (K.)

(K.)

	£. s. d.
The average receipt per man of the Gloucester pilots for the year 1853	137 - -
The largest receipt of any man in the same year - - -	272 - -
The smallest receipt of any man in the same year - - -	60 - -
Number of apprentices - - -	5.

Custom-House, Gloucester,  
21 April 1854.

*Henry L. Grove.*

## Appendix (L.)

(L.)

## PORT OF NEWPORT, MONMOUTHSHIRE.

## PILOTAGE RECEIPTS for 1853.

	£. s. d.
Average earnings of each pilot - - - - -	97 3 8
Maximum earnings of one pilot - - - - -	173 15 9
Minimum earnings of one pilot - - - - -	76 1 3

Number of boats - - - - - 20

Quality of boats, first class - - - 16

Quality of boats, second class - - - 4

Sloop-rigged.

27 April 1854.

*Jno. S. Phillips,*  
*Rd. Burton,*  
*James N. Knapp,* } Sub-Commissioners  
of Pilotage.

*N. B.*—The boats are owned by the pilots.



## (M.)

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS, distinguishing British, Foreign and Coasters, which entered and cleared at the following Ports in the Years 1851 and 1852.

	IN THE YEAR 1851.											
	FOREIGN TRADE.								COASTING TRADE.			
	ENTERED INWARDS.				CLEARED OUTWARDS.				Entered Inwards.		Cleared Outwards.	
	British.		Foreign.		British.		Foreign.		British.		British.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Bristol - - - -	424	95,658	232	44,069	238	67,224	56	19,325	6,093	389,476	3,743	298,908
Gloucester - - -	230	80,471	301	59,714	55	16,718	81	21,024	1,053	44,857	2,643	106,721
Cardiff - - - -	199	25,934	206	35,698	556	101,491	833	160,077	1,595	100,103	6,490	449,753
Newport - - - -	84	13,282	129	30,722	389	94,931	313	93,440	1,278	73,867	7,228	407,904
Swansea and Neath - -	206	36,379	106	13,638	262	41,245	227	21,932	4,106	282,228	6,091	411,905
Llanelly - - - -	49	6,622	41	3,649	66	5,987	55	4,154	2,062	103,001	3,013	188,146
Bridgewater - - -	18	3,692	58	5,465	12	1,558	4	258	2,559	112,180	1,240	52,113
IN THE YEAR 1852.												
Bristol - - - -	423	90,675	208	44,064	217	64,686	46	15,791	5,758	377,757	3,970	303,863
Gloucester - - -	201	66,503	185	35,250	54	13,141	53	13,868	961	43,034	2,584	102,045
Cardiff - - - -	194	29,890	281	51,385	845	172,795	867	171,516	1,756	105,257	6,212	431,696
Newport - - - -	145	41,228	74	10,667	460	108,416	247	50,241	1,322	77,826	6,638	371,595
Swansea and Neath - -	261	45,003	144	17,022	313	50,343	232	23,533	3,949	270,230	6,281	416,367
Llanelly - - - -	71	9,631	44	2,892	72	5,569	53	3,830	1,920	97,055	2,764	175,850
Bridgewater - - -	21	4,679	37	4,686	12	2,021	3	1,025	2,692	126,958	1,170	47,722

## SUMMARY.

		Entered Inwards.		Cleared Outwards.				Entered Inwards.		Cleared Outwards.	
		Vessels.	Tonnage.	Vessels.	Tonnage.			Vessels.	Tonnage.	Vessels.	Tonnage.
Bristol -	{ 1851	6,649	529,203	4,037	385,457	Swansea and Neath -	{ 1851	4,418	332,245	6,580	475,082
	{ 1852	6,389	512,496	4,233	384,340		{ 1852	4,354	332,255	6,826	490,243
Gloucester	{ 1851	1,584	185,042	2,779	144,463	Llanelly -	{ 1851	2,152	113,272	3,134	198,287
	{ 1852	1,347	144,787	2,691	129,054		{ 1852	2,035	109,578	2,889	185,249
Cardiff -	{ 1851	2,000	161,735	7,879	711,321	Bridgewater	{ 1851	2,635	121,337	1,256	53,929
	{ 1852	2,231	186,532	7,924	776,007		{ 1852	2,740	136,323	1,185	50,760
Newport -	{ 1851	1,491	117,871	7,930	596,275						
	{ 1852	1,541	129,721	7,345	560,252						

Custom-House, London, }  
3 March 1853.

W. H. Noss, Reg<sup>r</sup> Gen<sup>l</sup> of Shipping.

**BRISTOL CHANNEL.**

---

**TRANSCRIPT of the Shorthand Writer's  
MINUTES of EVIDENCE taken before Captain  
Beechey, R. N. at an Inquiry into the present  
system of PILOTAGE of the BRISTOL CHANNEL.**

*(Mr. John Henry Vivian.)*

---

*Ordered, by The House of Commons, to be Printed,  
2 June 1854.*

---

**[Price 1s. 6d.]**

285.

*Under 24 oz.*

# BRITISH SHIPS.

**RETURNS of BRITISH SHIPS employed in the Trade of the United Kingdom in the Years 1849, 1850, 1851, 1852, and 1853 (not including repeated Voyages).**

These Returns embrace Vessels belonging to the Channel Islands, but not Vessels registered in the British Plantations.

**1.—RETURN of the Number and Tonnage of BRITISH REGISTERED VESSELS employed solely as Home-Trade Ships in the Years 1849, 1850, 1851, 1852, and 1853, with the Number of Men employed; distinguishing Sailing Vessels from Steamers.**

YEARS.	Sailing Vessels.			Steam Vessels.		
	Number of Vessels.	Tonnage.	Number of Men employed.	Number of Vessels.	Tonnage.	Number of Men employed.
1849 - - -	9,298	665,726	40,208	312	54,089	4,442
1850 - - -	8,830	666,957	38,527	320	54,196	4,491
1851 - - -	8,898	685,641	36,906	368	78,820	6,048
1852 - - -	8,776	701,803	35,793	368	66,606	5,182
1853 - - -	8,477	689,342	36,051	374	85,471	6,689

**2.—RETURN of the Number and Tonnage of BRITISH REGISTERED VESSELS employed partly as Home-Trade Ships, and partly as Foreign-going Ships, in the Years 1849, 1850, 1851, 1852, and 1853, with the Number of Men employed; distinguishing Sailing Vessels from Steamers.**

YEARS.	Sailing Vessels.			Steam Vessels.		
	Number of Vessels.	Tonnage.	Number of Men employed.	Number of Vessels.	Tonnage.	Number of Men employed.
1849 - - -	1,897	281,951	12,715	20	5,539	262
1850 - - -	1,467	222,341	10,291	20	5,298	396
1851 - - -	1,489	242,656	8,570	18	4,926	282
1852 - - -	1,063	147,867	6,875	42	15,244	944
1853 - - -	970	156,800	7,134	28	7,250	560

**3.—RETURN of the Number and Tonnage of BRITISH REGISTERED VESSELS employed solely as Foreign-going Ships in the Years 1849, 1850, 1851, 1852, and 1853, with the Number of Men employed; distinguishing Sailing Vessels from Steamers.**

YEARS.	Sailing Vessels.			Steam Vessels.		
	Number of Vessels.	Tonnage.	Number of Men employed.	Number of Vessels.	Tonnage.	Number of Men employed.
1849 - - -	6,612	2,040,344	91,242	82	48,693	3,742
1850 - - -	7,149	2,143,234	93,912	86	45,186	3,813
1851 - - -	7,277	2,287,897	85,501	134	60,995	4,330
1852 - - -	7,431	2,365,995	103,618	149	83,369	7,151
1853 - - -	8,120	2,665,685	111,821	237	125,539	10,270

**4.—AGGREGATE RETURNS, 1, 2, and 3, showing the Total Number of BRITISH REGISTERED VESSELS employed in Trading in, from, and to *Great Britain and Ireland*, in the Years 1849, 1850, 1851, 1852, and 1853, with their Tonnage and Number of Men.**

YEARS.	Sailing Vessels.			Steamers.*		
	Number of Vessels.	Tonnage.	Number of Men employed.	Number of Vessels.	Tonnage.	Number of Men employed.
1849 - - -	17,807	2,988,021	144,165	414	108,321	8,446
1850 - - -	17,466	3,032,532	142,730	426	104,680	8,700
1851 - - -	17,664	3,216,194	131,277	520	144,741	10,660
1852 - - -	17,270	3,215,665	146,266	549	165,219	13,277
1853 - - -	17,567	3,511,827	155,006	639	218,260	17,519

\* River Steamers are not included in this Return.

(continued)

5.—TOTAL SAILING VESSELS and STEAMERS together.

YEARS.	Number of Vessels.	Tonnage.	Number of Men employed exclusive of Masters.
1849 - - - -	18,221	3,096,342	152,611
1850 - - - -	17,892	3,137,212	151,430
1851 - - - -	18,184	3,360,935	141,937
1852 - - - -	17,819	3,380,884	159,563
1853 - - - -	18,206	3,730,087	172,525

Notes.—Home-trade ships, are ships trading on the coasts of the United Kingdom, or to ports within the limits of the rivers Elbe and Brest : Foreign-going ships are ships trading beyond those limits.

In the above return of foreign-going ships, it is possible that some ships may be included which have now ceased to exist, or are no longer employed as British ships ; but such vessels have, whenever found possible to ascertain the fact, been struck off, and in no case has any ship been included which has not been reported as a foreign-going ship within four years.

No home-trade ship is included which has not been reported within one year.

In the above returns of men employed, masters are not included : a very small deduction ought, however, to be made for the case of men who, after being discharged from one ship, join another immediately, the former vessel remaining in port.

General Register and Record Office of Seamen, }  
Custom House, London, 8 February 1854. }

J. H. Brown, Registrar.

BRITISH SHIPS.

RETURNS of BRITISH SHIPS employed in the Trade of the United Kingdom, in the Year 1853, as compared with the Four previous Years, not including repeated Voyages.

*(Presented to Parliament by Her Majesty's Command.*

*Ordered, by The House of Commons, to be Printed,  
14 February 1854.*

**MERCANTILE MARINE FUND.**

---

**1 8 5 3.**

---

**AN ACCOUNT of the INCOME and EXPENDITURE under the MERCANTILE MARINE ACT (1850), and STEAM NAVIGATION ACT (1851), for the Year ending 31 December 1853.—Prepared pursuant to Act 13 & 14 Vict. c. 93, and 14 & 15 Vict. c. 79.**

**(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)**

---

***Ordered, by The House of Commons, to be Printed,  
12 May 1854.***

---

## AN ACCOUNT of the INCOME and EXPENDITURE under the MERCANTILE MARINE ACT (1850),

To BALANCE to 31 December 1852, as shown in preceding Account, being an excess of Income over Expenditure						£.	s.	d.	£.	s.	d.
						-	-	-	4,044	12	11
MERCANTILE MARINE ACT.											
INCOME derived from FEES, FINES, &c., received at the several Shipping Offices, as detailed in Appendix, page 4, under the following Heads:											
Fees on Examination of Masters and Mates						-	-	-	4,204	9	-
Fees on Engagement of Crews						-	-	-	12,963	-	-
Fees on Discharge of Crews						-	-	-	11,480	19	6
Fees on Renewal of Certificates, and Copies of Documents						-	-	-	80	18	4
									28,729	1	10
						£.	s.	d.			
* Fines and Forfeitures on Board Ship						-	-	-	242	13	8
* Penalties inflicted under the Mercantile Marine Act						-	-	-	67	3	1
									309	16	9
						</					

(a) These sums have since been paid through Her Majesty's Paymaster-general.

(b) This is the Balance of the 2,000 £. transferred to provide for the Expenses of Nautical Schools.

Board of Trade, Marine Department,  
8 May 1854.

and STEAM NAVIGATION ACT (1851), for the Year ending 31 December 1853.

MERCANTILE MARINE ACT.		£.	s.	d.	£.	s.	d.	£.	s.	d.
By EXPENDITURE under the following Heads, viz. :										
1st. EXPENSES OF THE NAVAL DEPARTMENT OF THE BOARD OF TRADE :										
Salaries of Two Commissioners, at 600 <i>l.</i> per annum each, for two Quarters, to 31 March 1853 - -		600	-	-						
Salaries of Secretaries, Clerks, &c., for two Quarters, to 31 March 1853 - - - - -		649	-	-						
		1,249	-	-						
<i>Note.</i> —The above Salaries have been paid since 1st April 1853 from the Vote of Parliament for the Office of the Privy Council for Trade, &c.										
Postages, Travelling Expenses, and Office Contingencies - - - - -		577	16	10				1,826	16	10
2d. EXPENSES of the SHIPPING OFFICES and LOCAL MARINE BOARDS :										
Salaries of the Shipping Masters, Examiners, Clerks, &c. - - - - -		15,675	17	4						
* Remuneration to the Collectors of Customs who act as Shipping Masters at the Minor Ports for Services for the Year 1852, paid to them through the Commissioners of Customs - - - - -		2,762	-	-						
* <i>Note.</i> —This Payment is discontinued, the Remuneration for these Services being considered as included in their Salaries as Officers of Customs.										
Rent of Offices, Contingencies, Stationery, and Travelling Expenses - - - - -		5,785	3	8				24,223	-	7
Amount transferred to provide for Expenses of Nautical Schools - -								2,000	-	-
										28,049 17 5
STEAM NAVIGATION ACT.										
Salaries and Fees to Surveyors - - - - -								3,902	12	7
Costs of Inquiry into Wrecks of Steam Vessels - - - - -								278	18	10
Costs of Prosecutions for Infringement of the Act - - - - -								493	2	1
Advertisements and Attendance on Arrival of Steam Vessels - - - - -								310	4	8
										4,984 18 2
										88,034 15 7
(*) By Balance (Particulars as on the other side), being the Excess of Income over Expenditure -								7,260	17	-
								£.		40,295 12 7

(\*) The Sum of 1,300 *l.* has to be paid out of this Balance for Salaries and Fees to Surveyors to 31 December 1853, under the Steam Navigation Act.

H. R. Williams,  
Accountant.

## APPENDIX explanatory of the Principal Heads of INCOME and

## INCOME.

F E E S.				Fines and Forfeitures on Board Ship.	Penalties inflicted under the Mercantile Marine Act.	TOTAL INCOME.
On Examination of Masters and Mates.	On Engagement of Crews.	On Discharge of Crews.	On Renewal of Certificates, &c.			
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
BALANCE in 1852	- - -	- - -	- - -	- - -	- - -	4,044 12 11
894 2 -	980 6 6	1,463 4 6	21 - -	10 2 10	23 2 3	3,391 18 1
—	588 1 -	559 10 6	- 19 4	23 4 9	- - -	1,171 15 7
—	1,012 10 6	974 18 -	1 15 -	3 17 10	- - -	1,993 1 4
—	378 3 -	458 19 -	- - -	4 15 6	- - -	841 17 6
190 - -	295 14 -	340 8 6	1 17 -	1 11 3	2 - -	831 10 9
111 5 -	395 9 -	549 9 -	2 13 -	4 - -	- - -	1,062 16 -
1,007 13 -	3,313 14 6	2,993 1 -	14 9 6	32 3 9	16 9 6	7,377 11 3
158 15 -	144 15 6	96 9 -	- 12 -	1 6 -	- - -	401 17 6
109 10 -	507 15 6	109 12 -	8 9 -	1 12 6	- - -	736 19 -
156 - -	413 7 -	46 15 -	3 9 -	- - -	- - -	619 11 -
211 15 -	514 16 -	90 16 -	3 12 -	3 - -	- - -	823 19 -
277 - -	149 13 -	110 17 -	1 7 6	- - -	- - -	588 17 6
181 5 -	95 4 6	47 - 6	- 6 -	5 4 8	- - -	329 - 6
297 - -	214 16 -	199 12 -	- 15 -	- 3 11	- - -	712 6 11
171 7 -	645 12 6	260 9 -	3 15 -	46 9 6	5 - -	1,132 13 -
124 5 -	355 7 -	408 2 6	1 3 6	12 1 10	2 19 4	903 19 2
130 17 -	99 - -	135 18 6	- 13 6	6 17 1	3 12 -	376 18 1
49 5 -	108 17 6	150 5 6	- 9 -	10 7 -	5 - -	324 4 -
60 - -	193 15 6	216 14 6	- 2 6	- 9 10	- - -	471 2 4
74 10 -	89 - 6	138 5 6	- - -	4 16 -	- - -	306 12 -
—	2,467 1 -	2,130 12 -	13 5 6	70 9 5	9 - -	4,690 7 11
TOTALS £.	4,204 9 -	12,963 - -	11,480 19 6	80 13 4	242 13 8	33,083 11 6
						7,312 1 1
TOTAL - - £.						40,295 12 7



EXPENDITURE, included in the foregoing Account.

OFFICES, &c.	EXPENDITURE.			EXCESS OF	
	Salaries.	Contingencies.	TOTAL EXPENDITURE.	Income above Expenditure.	Expenditure above Income.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- - - - -	- - -	- - -	- - -	4,044 12 11	—
BOARD OF TRADE (Marine } Department) - }	1,249 - -	577 16 10	1,826 16 10	- - -	1,826 16 10
PORT OF LONDON (Minories)	2,650 18 3	678 9 7	3,329 2 10	62 15 3	—
- DITTO - (Poplar) -	687 15 -	208 14 8	896 9 8	275 5 11	—
- DITTO - (Well-street) -	773 - -	677 2 10	1,450 2 10	542 18 6	—
- DITTO - (Limehouse) -	473 8 2	141 13 10	615 2 -	226 15 6	—
BRISTOL - - - -	509 4 6	121 7 5	630 11 11	200 18 10	—
HULL - - - -	578 - -	115 8 4	693 8 4	369 7 8	—
LIVERPOOL - - -	4,170 10 6	2,476 12 11	6,647 3 5	730 7 10	—
NEWCASTLE - - -	254 16 -	86 - 10	340 16 10	61 - 8	—
NORTH SHIELDS - -	767 - -	122 6 11	889 6 11	- - -	152 7 11
SOUTH SHIELDS - -	353 - -	64 19 -9	417 19 9	201 11 3	—
SUNDERLAND - - -	451 10 -	130 1 1	581 11 1	242 7 11	—
PLYMOUTH - - -	363 18 4	65 17 8	429 16 -	109 1 6	—
ABERDEEN - - -	304 11 -	103 4 2	407 15 2	- - -	78 14 6
DUNDEE - - - -	489 15 -	80 1 11	569 16 11	142 10 -	—
GLASGOW - - - -	897 7 5	175 19 11	1,073 7 4	59 5 8	—
GREENOCK - - - -	550 7 6	72 15 10	623 3 4	280 15 10	—
LEITH - - - -	328 10 -	86 19 3	415 9 3	- - -	38 11 2
BELFAST - - - -	295 - -	83 7 4	378 7 4	- - -	54 3 4
CORK - - - -	407 10 -	57 - 2	464 10 -2	6 12 2	—
DUBLIN - - - -	370 - 8	56 4 2	426 4 10	- - -	119 12 10
{ MINOR PORTS of the } { United Kingdom - }	2,762 - -	180 14 8	2,942 14 8	1,747 18 3	—
TOTAL - - -	19,686 17 4	6,363 - 1	26,049 17 5	9,304 - 8	2,270 6 7
NAUTICAL SCHOOLS - - - -	- - -	- - -	2,000 - -	- - -	2,000 - -
STEAM NAVIGATION ACT - - -	- - -	- - -	4,984 18 2	2,227 2 11	—
				11,531 3 7	4,270 6 7
TOTAL - - - £.			33,034 15 7	7,260 17 -	

MERCANTILE MARINE FUND.

1853.

ACCOUNT of the Income and EXPENDITURE  
under the MERCANTILE MARINE ACT (1860),  
and STEAM NAVIGATION ACT (1861), for the  
Year ending 31 December 1863.—Prepared  
pursuant to Act 13 & 14 Vict. c. 93, and 14 & 15  
Vict. c. 79.

*(Presented pursuant to Act of Parliament.)*

Ordered, by The House of Commons, to be Printed,  
12 May 1854.

243.

*Under 1 oz.*

## MERCHANT SEAMEN'S FUND.

---

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT (14 & 15 Vict. c. 102), from 1st January to 31st December 1853; with an ACCOUNT of the Sums Received and Paid for the Wages and Effects of deceased Seamen in the Year 1853; together with an explanatory Letter from the BOARD of TRADE to the TREASURY, dated 22d April 1854.

---

Office of Committee of Privy Council for Trade,  
22 April 1854.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit the enclosed Account of the Receipt and Expenditure, under the Seamen's Fund Winding-up Act (14 & 15 Vict. c. 102), for the year ending 31st December 1853, and to submit, for the information of the Lords Commissioners of Her Majesty's Treasury, the following observations and explanations having reference to the Account, and to the measures which have been adopted since the last Account was transmitted.

It will be noticed that the sum of Twenty thousand pounds (20,000 *l.*) appears in the Account as received from the Consolidated Fund, in addition to the sum voted by Parliament.

In explanation, I am to observe that this sum was received from the Consolidated Fund, under the 27th and 28th sections of the Seamen's Fund Winding-up Act, to provide for the expenditure for the period before the Act 16 & 17 Vict. c. 131, which directs such provision to be made by an annual Vote of Parliament, came into operation.

The Vote is for the year ending 31st March 1854. The expenditure for the quarter, from 1st January to 31st March 1854, will therefore have to be paid for out of the balance in hand on the 31st December 1853.

There are also included in the payments under the head of Salaries and Charges of Management, sundry payments for salaries, which are now paid out of the Vote for the Department of the Board of Trade.

The sum realised by the sale of the stock and bonds belonging to the Fund is One hundred and fifty-nine thousand and fifty pounds, seventeen shillings and four-pence (159,050 *l.* 17 *s.* 4 *d.*), which has been paid into the Exchequer, as directed by the 28th section of the Act 16 & 17 Vict. c. 131.

It was stated in my letter to the Treasury, under date of 21st July 1853, that it had been found necessary to retain for the present the services of several of the Secretaries to the Trustees of the Fund: arrangements have now been made at Newcastle, Belfast and the Clyde Ports, to transfer the business wholly to the Local Marine Boards, and the secretaries at these ports are therefore no longer retained.

In concluding these arrangements, the following allowances have been made to the officers of the Local Marine Boards for the additional duty which has devolved upon them:

Newcastle, 50 *l.* per annum;  
Belfast, 20 *l.* per annum;  
Glasgow, 40 *l.* per annum.

These allowances are made subject to reduction, as the business may decrease.

## 2 ACCOUNT RELATING TO RECEIPT AND EXPENDITURE

The ports at which the secretaries are still retained are Bristol, Plymouth, Liverpool, Hull, and Sunderland.

The arrangements entered into at Bristol and Plymouth were stated in the letter of 21st July 1853, above adverted to.

At Liverpool, where the business to be conducted is considerable, and it is of importance that it should be well attended to, an allowance has been made to the secretary of Two hundred and fifty pounds per annum (250 *l.*), to continue until the end of the present year, when it will be subject to a new arrangement.

At Hull and Sunderland no sum has yet been fixed as an allowance.

The voluntary contributions received from masters and seamen in 1853, amount to Five thousand five hundred and seventy pounds, fifteen shillings and one penny (5,570 *l.* 15 *s.* 1 *d.*)

The additional contributors in 1853 have been 1,217 masters, and 934 seamen.

The total number of contributors since the Act came into operation have been 8,488, of which a large proportion are masters, the numbers respectively being 5,187 masters, and 3,301 seamen.

After the termination of the present year, no master or seaman who has not availed himself of the option of contributing to the Fund, will be permitted to do so, as the three years allowed for this purpose by the 43d section of the Act will then have expired: my Lords have taken measures to make this known to the seamen by an extensive distribution of a small pamphlet, showing the advantages to be derived from contributing to the Fund, and also by means of handbills and placards.

At page 6 of the Account, three Statements are given:

1. The number and amount of Pensions granted in the year.
2. The number and amount of Pensions expired in the year.
3. The number and amount of Pension on the Pension List on the 31st December 1853.

The number of pensions granted in 1853, as compared with the preceding year, has, as was anticipated, increased; but the aggregate grants of pensions to all classes, both in number and amount, are below the annual average of the five years preceding 1851: as respects the particular class of masters' pensions, the average has been exceeded.

With reference to the number and amount of pensions on the pension list, it was stated in the letter of 21st July 1853, above referred to, that considerable difficulty had been experienced in getting a correct register of the pensioners made out, in consequence of the imperfect returns made by the late trustees. This will account for the apparent discrepancy in the Statement No. 3, as compared with the same account for the preceding year. Much pains have been taken to make the register complete, and it is believed that the statement of the pensions on the Fund on the 31st December, as shown in the present Account, is very nearly correct.

My Lords have much pleasure in recording their satisfaction at the results of the working of the Act, as respects the wages and effects of deceased seamen. They have reason to believe that the relatives now receive a considerable amount of wages which formerly was never paid.

This opinion is founded upon the extraordinary fact, that the amount of unclaimed wages, when the Act came into operation, which had accumulated for upwards of three years, was under Six thousand five hundred pounds (6,500 *l.*), whilst the amount now unclaimed for only two years, viz., 1852 and 1853, exceeds Twelve thousand pounds (12,000 *l.*). There is no doubt that the law which required wages to be paid over to the trustees was frequently evaded, and it is but too probable that the wages in many cases never reached the relatives.

At page 8 an Account is given of the Wages and Effects of deceased seamen.

The

The cash received in 1853 for 3,469 deceased seamen, exclusive of clothes and effects not sold, is Twenty thousand six hundred and Twenty-three pounds, five shillings and two-pence (20,623 *l.* 5 *s.* 2 *d.*).

The cash paid to 2,015 claimants amounts to Thirteen thousand nine hundred and eight pounds, fourteen shillings and ten-pence (13,908 *l.* 14 *s.* 10 *d.*).

Leaving a balance unclaimed upon the year of Six thousand seven hundred and fourteen pounds, ten shillings and four-pence (6,714 *l.* 10 *s.* 4 *d.*).

The total unclaimed balance is Sixteen thousand six hundred and seventy-six pounds, fourteen shillings and sixpence (16,676 *l.* 14 *s.* 6 *d.*).

By the 27th section of the Act 16 & 17 Vict., cap. 131, the Board of Trade are to pay into the receipt of Her Majesty's Exchequer, in such manner as the Commissioners of Her Majesty's Treasury may direct, such portion of this unclaimed balance as, in the opinion of the Board, it is not necessary to retain for the purpose of satisfying claims.

My Lords are of opinion that the sum of Five thousand pounds (5,000 *l.*) may be so paid; but as the money remains in the hands of Her Majesty's Paymaster-general, they submit whether it may not be considered more convenient, for the simplification of the Account, to allow the balance to accumulate in his hands until six years have expired, and then to pay into the Exchequer from year to year the unclaimed balances for each year as they fall to the Crown under the 27th section of the Act above referred to.

I have &c.

Sir C. E. Trevelyan, K.C.B.,  
&c. &c. &c., Treasury.

(signed) *James Booth.*

## AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S

R E C E I P T S.	Cash.	Stock and Bonds.
	£. s. d.	£. s. d.
To Balance in hand on 1st January 1853, as shown in the preceding Account, to 31st December 1852 - - - - - }	1,187 8 5	161,821 12 1
To Cash received from the late Trustees of the Merchant Seamen's Fund (par- ticulars shown at page 12 of the preceding Account) - - - - - }	1,614 15 8	—
To Cash since received for Arrears and Debts - - - - -	123 6 9	—
To Cash received for Interest on Stock and Bonds - - - - -	5,680 1 6	—
To Cash received for Contributions from Masters and Seamen - - - - -	5,570 15 1	—
To Cash received for the proceeds of the Sale of Stock and Bonds, 161,821 l. 12 s. 1 d., as per contra, which have been realized, and the Amount paid into the Exchequer, as stated on the Credit side of this Account - - }	159,050 17 4	—
To Cash received from the Consolidated Fund for proportion of the Amount paid for Pensions, under the 27th and 28th Sections of the Act - - }	20,000 - -	—
<p><i>Note.</i>—Hereafter the whole sum required to pay the Pensions is to be provided for by Votes of Parliament, as directed by the Act 16 &amp; 17 Vict. c. 131, s. 29, passed last Session, and all receipts for Contributions or other Monies applicable to the purposes of the Fund, will be paid into the Exchequer.</p>		
To Amount of the Vote of Parliament for the year ending 31st March 1854	70,600 - -	—
£.	263,776 19 0	161,821 12 1

## FUND WINDING-UP ACT, from 1st January to 31st December 1853.

P A Y M E N T S.			Cash.	Stock and Bonds.
			£. s. d.	£. s. d.
By Sale of Stock and Bonds, 161,821 l. 12 s. 1 d., the proceeds of which, 159,050 l. 17 s. 4 d., have been paid into the Exchequer, as directed by the Act 16 & 17 Vict. c. 131, s. 28			159,050 17 4	161,821 12 1
By Amount paid for Pensions, including the sum of 514 l. 10 s., granted by way of Annuity to the late Officers of the Trustees, whose offices were abolished			60,393 - 8	
By Amount paid for Commutation of Pensions			4,689 7 -	
			65,082 7 8	
By Cash paid to Seamen's Hospital Society for four quarters to 30th September 1853, under the 51st Section of the Act			550 - -	
<i>Note.</i> —No further payment is to be made to the Seamen's Hospital Society, a gross sum (2,351 l. 5 s.) having been paid in lieu of this annual allowance, out of the Consolidated Fund, as directed by the Act 16 & 17 Vict. c. 131, s. 30.				
By Amount paid for Salaries and Charges of Management			7,205 15 3	
By Amount paid, for Compensation for loss of Office, to the Officers of the late Trustees			1,477 8 7	
By Balance in hand on 31st December 1853			30,410 10 11	
PARTICULARS OF THE ABOVE BALANCE.				
Cash in the hands of Her Majesty's Paymaster-general			£. s. d.	
			59,868 15 11	
Amount due from the Mercantile Marine Fund for Voluntary Contributions and Wages, and Effects of deceased Seamen			5,838 5 11	
		£.	65,707 1 10	
Less for Balance owing to the Secretary-at-War, for Amount paid for Pensions and Expenses to the 31st December 1853		£. s. d.	18,328 8 9	
Less for Amount owing to the Officers of the late Trustees		291 7 8		
Less for Balance of Wages and Effects of deceased Seamen, as shown at page 8		16,676 14 6		
			35,296 10 11	
			30,410 10 11	
			£.	
			263,776 19 9	161,821 12 1

Board of Trade, 22 April 1854.

James Booth.

H. R. Williams,  
Accountant.

## STATEMENT of the NUMBER and AMOUNT of the whole of the PENSION, and of each CLASS of PENSIONS, Granted in the Year 1853.

CLASS OF PENSIONERS.	Rate of Pension.	Number.	Amount.
	£. s. d.		£. s. d.
Masters - - - - -	6 16 -	228	1,550 8 -
Seamen - - - - -	3 8 -	363	1,234 4 -
Widows of Masters - - - - -	4 8 -	256	1,126 8 -
Widows of Seamen - - - - -	2 4 -	668	1,469 12 -
Children of Masters - - - - -	2 4 -	393	864 12 -
Children of Seamen - - - - -	1 2 -	826	908 12 -
		2,734	7,153 16 -

## STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Year 1853.

Number.	CLASS OF PENSIONERS.	Aggregate Amount of Pensions.
		£. s. d.
131	Masters - - - - -	572 15 4
371	Seamen - - - - -	1,136 10 11
199	Widows of Masters - - - - -	602 8 6
597	Widows of Seamen - - - - -	1,333 18 -
383	Children of Masters - - - - -	604 4 10
938	Children of Seamen - - - - -	991 14 4
2,619	£.	5,241 11 11

## STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1853; distinguishing between Men, Women, and Children, and between different Scales of Pensions, and the Total Amount of Pensions of each Class.

Number.	CLASS OF PENSIONERS.	Aggregate Amount of Pensions.
		£. s. d.
1,296	Masters - - - - -	6,598 6 10
4,059	Seamen - - - - -	13,041 4 8
3,758	Widows of Masters - - - - -	12,217 13 10
8,594	Widows of Seamen - - - - -	17,143 19 7
2,951	Children of Masters - - - - -	4,810 1 4
5,648	Children of Seamen - - - - -	5,719 9 -
26,306	£.	59,530 15 3



AN ACCOUNT of the PROPERTY and MONIES held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the under-mentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1853.

Sunderland - - -	<p>Freehold Ground in the Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 houses in Trafalgar-square, Sunderland, subject to a ground-rent of 5<i>l.</i> per annum.</p> <p>Cash received for Rent of 12<i>s.</i> per annum from the Inmates, 71<i>l.</i> 10<i>s.</i> 6<i>d.</i></p> <p>Cash paid for Ground-rent, Insurance, Repairs, Water Rate and Sundries, 74<i>l.</i> 17<i>s.</i> 4<i>d.</i></p> <p>Balance due to the Trustees, 3<i>l.</i> 6<i>s.</i> 10<i>d.</i></p>
Rye - - -	<p>Three Leasehold Cottages, subject to a ground-rent of 13<i>s.</i> 4<i>d.</i> per annum.</p>
Boston - - -	<p>Nine Almshouses.</p> <p>Cash received for Rent from the Inmates, 8<i>l.</i></p> <p>Cash paid for Insurance, Water Rate and Painting, 7<i>l.</i> 13<i>s.</i></p> <p>Balance in the hands of the Trustees, 7<i>s.</i></p>
Scarborough - - -	<p>Sixty-seven Dwellings, or Buildings, called the Seamen's Hospital and Trinity House.</p> <p>Bequest of 837<i>l.</i>, 3½<i>l.</i> per Cent. Annuities.</p> <p>Cash received for Dividends, 26<i>l.</i> 8<i>s.</i> 2<i>d.</i></p> <p>Cash paid to Inmates of the Houses, 17<i>l.</i> 17<i>s.</i>; Repairs, Insurance and Expenses, 15<i>l.</i> 18<i>s.</i> 11<i>d.</i>; together, 33<i>l.</i> 15<i>s.</i> 11<i>d.</i></p> <p>Balance due to the Trustees, 7<i>l.</i> 7<i>s.</i> 9<i>d.</i></p>
Whitby - - -	<p>Fifty tenements, called Seamen's Hospital Houses.</p> <p>Bequest of 800<i>l.</i>, 3 per Cent. Consols.</p> <p>Also, 130<i>l.</i> 1<i>s.</i> 2<i>d.</i>, 3½ per Cent. Annuities.</p> <p>Cash received for Rent and Dividends, 22<i>l.</i> 19<i>s.</i> 4<i>d.</i></p> <p>Cash paid Balance to 1852, owing to Trustees, 5<i>l.</i> 6<i>s.</i> 6<i>d.</i>; Insurance, Repairs, and Coals distributed to Inmates, 14<i>l.</i> 11<i>s.</i> 8<i>d.</i>; together, 19<i>l.</i> 18<i>s.</i> 2<i>d.</i></p> <p>Balance in the hands of the Trustees, 3<i>l.</i> 1<i>s.</i> 2<i>d.</i></p>
Liverpool - - -	<p>1,600<i>l.</i> Bonds of the Corporation of the Town of Liverpool received from the Committee of the Nelson Fund.</p> <p>Cash received, Interest on Bonds, and last year's balance, 98<i>l.</i></p> <p>Cash paid to 13 Masters, 10 Widows, and one Orphan of Seamen, 71<i>l.</i> 10<i>s.</i></p> <p>Balance in the hands of the Trustees, 26<i>l.</i> 10<i>s.</i></p>

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS received from 1st January to the 31st December 1853, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

Balance in hand on 31st December 1852, as shown in the preceding Account :	£.	s.	d.
Received before 1st January 1852 - - - - £. 4,418 6 11			
„ since 1st January 1852 - - - - 5,906 17 3			
	10,322	4	2
Amount received in 1853 from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 3,469 deceased Seamen - - - - -	20,263	5	2
	£.	30,585	9 4
Amount paid in 1853 to the Relatives and Representatives of 2,015 deceased Seamen - - - - -	13,908	14	10
BALANCE remaining unclaimed on 31st December 1853 - - £.	16,676	14	6

Board of Trade, }  
22 April 1854. }

H. R. Williams,  
Accountant

James Booth.

MERCHANT SEAMEN'S FUND.

ACCOUNT of the Receipt and Expenditure under the SEAMEN'S FUND WINDING-UP ACT, from 1 January to 31 December 1853, with an Account of the Sums Received and Paid for the Wages and Effects of deceased Seamen in the Year 1853; with explanatory Letter from the Board of Trade to the TREASURER.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)

Ordered, by The House of Commons, to be Printed,  
12 May 1854.

242.

Under 1 oz.

# STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons,  
dated 10 February 1854 ;—for,

A RETURN, "in a TABULAR FORM, of the whole of the STEAM VESSELS Registered in the United Kingdom between the 1st day of January 1852, and the 1st day of January 1854 ; stating, in separate Columns, the following Particulars : 1. Vessels' Names ; 2. Port of Registry ; 3. Date of Registry ; 4. Registered Owners ; 5. Dimensions of Vessels in Length and Breadth ; 6. Tonnage (exclusive of Engine Room), and Gross Tonnage, when practicable ; distinguishing Vessels built of Iron, and also Vessels having Screw Propellers ; and giving the Aggregate Number of Vessels and Amount of Tonnage (in continuation of Parliamentary Paper, No. 219, of Session 1852)."

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Malvina - - -	London - -	29 May 1826	J. W. Whitfield - - -	58 0 in.	15 9 in.	39	—	
Enterprise - - -	" - -	17 July - -	T. S. Crosbie - - -	149 5 in.	26 6 in.	318	—	
Revolution - - -	" - -	16 May 1833	Earl of Dundonald - - -	45 6 in.	7 2 in.	7	—	
John and Richard - -	" - -	15 June - -	J. Irwin - - -	54 11 in.	12 8 in.	18	—	
Jardine - - -	" - -	17 Feb. 1835	Alexander Grant - - -	81 6 in.	17 1 in.	58	—	
Greenwich - - -	" - -	30 April - -	-- Greenwich Steam Packet Company.	122 3 in.	15 1 in.	96	—	
Beaver - - -	" - -	20 May - -	Hudson Bay Company - -	101 4 in.	20 0 in.	109	—	
Vestal - - -	" - -	9 June - -	Trinity Company - - -	130 6 in.	21 0 in.	173	—	
Dolphin - - -	" - -	25 June - -	W. Pitcher - - -	125 3 in.	15 6 in.	105	—	
City of Canterbury - -	" - -	24 Mar. 1836	-- Herne Bay Steam Packet Company - -	156 0ths.	21 0ths.	155	259	
City of Hamburg - -	" - -	6 May - -	-- General Steam Navigation Company.	160 5	23 8	333	518	
John Bull - - -	" - -	13 May - -	-- ditto - - -	164 9	25 8	345	591	
Harlequin - - -	" - -	17 May - -	-- ditto - - -	138 1	22 4	185	315	
Tourist - - -	" - -	18 May - -	-- ditto - - -	136 0	20 4	112	257	
Caledonia - - -	" - -	18 May - -	-- ditto - - -	178 0	26 9	423	706	
Ramona - - -	" - -	27 May - -	-- ditto - - -	148 8	22 0	178	356	
City of London - -	" - -	13 June - -	-- ditto - - -	126 0	19 0	104	213	
Menai - - -	" - -	27 June - -	-- ditto - - -	123 5	18 9	136	263	
Belfast - - -	" - -	22 July - -	-- ditto - - -	114 7	18 2	110	204	
Giraffe - - -	" - -	2 Aug. - -	-- ditto - - -	142 0	22 8	232	410	
Dart - - -	" - -	1 Sept. - -	-- ditto - - -	129 7	20 3	145	247	
Magnet - - -	" - -	19 Oct. - -	-- ditto - - -	139 1	21 2	166	296	
Clarence - - -	" - -	25 Oct. - -	-- ditto - - -	178 0	27 0	426	766	
Atalanta - - -	" - -	2 Dec. - -	East India Company - -	170 0	25 1	390	682	
Fame - - -	" - -	26 Jan. 1837	-- General Steam Navigation Company.	150 1	21 2	172	294	
Ariel - - -	" - -	12 Mar. 1838	-- Woolwich Steam Packet Company.	114 5	15 7	53	100	iron.
Wear - - -	" - -	21 Mar. - -	-- Thames Steam Towing Company.	67 7 in.	16 0	33	—	
Thames - - -	" - -	21 Mar. - -	-- ditto - - -	64 6	12 8	24	53	
Minerva - - -	" - -	1 June - -	W. Joyce - - -	98 4	10 5	29	59	
Eagle - - -	" - -	2 Aug. - -	-- Eagle Steam Packet Company.	128 4	14 7	87	128	
Falcon - - -	" - -	2 Aug. - -	-- ditto - - -	128 4	14 9	88	129	
Rainbow - - -	" - -	15 Sept. - -	-- General Steam Navigation Company.	185 0	24 2	263	407	iron.
Kilkenny - - -	" - -	6 Feb. 1839	East India Company - -	174 4	24 4	377	684	
Water Hen - - -	" - -	11 Feb. - -	J. Aldens - - -	55 2	9 0	12	22	
Leith - - -	" - -	26 Feb. - -	-- General Steam Navigation Company.	182 0	27 2	568	907	
Thistle - - -	" - -	30 Mar. - -	W. Joyce - - -	83 5	10 4	23	61	
Vesper - - -	" - -	1 April - -	James Ross - - -	80 4	11 1	27	42	
Ocean - - -	" - -	17 April - -	-- General Steam Navigation Company.	179 0	23 2	276	464	
Vesper - - -	" - -	19 April - -	-- Gravesend New Steam Packet Company.	152 8	17 2	100	167	
Daylight - - -	" - -	27 April - -	-- London, Westminster and Vauxhall Steam Packet Company.	82 4	13 5	30	51	iron.
Starlight - - -	" - -	27 April - -	-- ditto - - -	82 0	13 7	30	51	iron.
Twilight - - -	" - -	27 April - -	-- ditto - - -	82 0	13 5	30	51	iron.
Moonlight - - -	" - -	29 April - -	-- ditto - - -	81 5	13 7	30	48	iron.
Bridegroom - - -	" - -	15 July - -	-- ditto - - -	93 5	13 6	35	55	iron.
Bride - - -	" - -	15 July - -	-- ditto - - -	92 5	13 6	34	53	
Bridemaid - - -	" - -	14 Sept. - -	-- ditto - - -	89 0	13 6	27	47	
Water Fly - - -	" - -	19 June - -	J. S. W. Werninck - -	49 8	12 2	15	31	
Pluto - - -	" - -	9 Oct. - -	Ditchburn and Mare - -	145 0	25 2	176	287	
Princess - - -	" - -	29 Oct. - -	William Bird - - -	91 2	13 6	43	62	
Queen - - -	" - -	11 Nov. - -	East India Company - -	172 0	28 9	410	760	
Eclipse - - -	" - -	28 Nov. - -	James Ross - - -	85 3	12 2	41	58	
Queen Victoria - -	" - -	6 Dec. - -	William Lyon - - -	83 6	10 9	35	52	
Vivid - - -	" - -	26 Feb. 1840	James Ross - - -	95 8	13 8	52	68	
Argus - - -	" - -	13 April - -	Trinity Company - - -	128 0	19 4	158	280	
Nymph - - -	" - -	20 April - -	Woolwich Company - -	112 4	14 8	61	99	

## NUMBER AND NAMES OF REGISTERED STEAM VESSELS

RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Seahorse - - -	London -	8 July 1840	B. Boyd - - -	156 6	22 8	243	439	iron.
Eclipse - - -	" -	3 Aug. -	J. & F. Napier - - -	149 7	18 6	79	153	
Majestic - - -	" -	18 Aug. -	R. Buck - - -	134 2	21 0	143	286	
Lotus - - -	" -	27 Aug. -	M'Ghie & Co. - - -	83 2	13 4	37	55	
Aurora - - -	" -	9 Nov. -	John Penrin - - -	80 4	11 1	26	41	
Sir Edward Banks -	" -	26 Jan. 1841	-- General Steam Navigation Company.	151 5	19 7	180	322	iron.
Iberia - - -	" -	19 May -	Peninsular and Oriental -	155 4	24 2	302	516	
Queen Victoria - -	" -	21 June -	William Giles - - -	88 5	12 7	27	46	
Rocket - - -	" -	10 Sept. -	J. & F. Napier - - -	124 0	17 9	40	93	
Vivid - - -	" -	20 Nov. -	-- General Steam Navigation Company.	156 9	22 1	228	428	
Lady Mary Wood -	" -	19 Jan. 1842	-- Peninsular and Oriental Steam Navigation Company.	160 8	25 5	297	554	iron.
Satellite - - -	" -	26 Jan. -	-- Gravesend New Steam Packet Company.	136 0	16 4	85	124	
Prince of Wales -	" -	5 April -	S. H. Stewart - - -	100 5	13 4	60	83	
Trident - - -	" -	25 June -	-- General Steam Navigation Company.	192 7	28 7	645	971	
Columbine - - -	" -	15 July -	- - ditto - - -	154 0	22 4	241	393	
Ile of Thanet - -	" -	23 July -	J. & F. Napier - - -	172 6	20 2	117	170	iron.
Hindoestan - - -	" -	8 Sept. -	-- Peninsular and Oriental Steam Navigation Company.	217 6	35 8	971	2,017	
Tagus - - -	" -	7 Oct. -	- - ditto - - -	182 1	26 0	497	782	
Fairy - - -	" -	20 Oct. -	-- Woolwich Steam Packet Company.	114 5	14 4	57	93	
Naiad - - -	" -	21 Oct. -	- - ditto - - -	114 0	14 3	71	104	
Syren - - -	" -	21 Oct. -	- - ditto - - -	88 6	11 9	32	47	
Niobe - - -	" -	25 Oct. -	- - ditto - - -	88 6	11 9	31	46	
Witch - - -	" -	27 Oct. -	- - ditto - - -	108 0	13 0	40	62	
Sylph - - -	" -	28 Oct. -	- - ditto - - -	99 3	11 6	54	81	
Venezuela - - -	" -	28 Oct. -	-- General Steam Navigation Company.	133 9	18 4	202	308	
Hardy - - -	" -	28 Nov. -	J. Nicholson - - -	104 5	14 3	54	90	
Boghos Bey - - -	" -	29 Nov. -	T. Waghorn - - -	49 0	8 5	7	12	
Grey Mare Mag - -	" -	10 Oct. -	Joshua Collings and others -	72 4	15 6	14	71	
Victory - - -	" -	11 April 1843	J. Nicholson - - -	100 6	14 8	68	105	
Nelson - - -	" -	11 April -	- - ditto - - -	102 6	14 5	51	90	
Little Western - -	" -	19 May -	-- General Steam Navigation Company.	198 0	25 5	292	431	
Bentinck - - -	" -	24 June -	-- Peninsular and Oriental Steam Navigation Company.	217 1	36 0	941	1,974	
Magician - - -	" -	9 Aug. -	-- General Steam Navigation Company.	146 9	20 0	96	175	
Royal Charter - -	" -	19 Oct. -	P. Bolt - - -	80 4	17 1	65	105	
Fiddler - - -	" -	20 Nov. -	Rd. Sutcliffe - - -	69 5	16 3	20	78	
Wurtzberg - - -	" -	21 Nov. -	J. Penn - - -	149 0	12 9	109	136	
Monarch - - -	" -	21 Nov. -	W. Watkins - - -	64 10 in.	13 11 in.	26	—	
Beacon - - -	" -	16 Mar. 1844	Trinity Company - - -	112 3ths.	19 6ths.	101	199	
London - - -	" -	6 April -	-- Thames Steam Towing Company.	84 5	15 5	41	98	
Samson - - -	" -	15 April -	- - ditto - - -	84 0	15 9	34	88	
Lion - - -	" -	16 April -	- - ditto - - -	84 6	15 8	34	89	
Unity - - -	" -	7 May -	- - ditto - - -	71 6	15 8	12	56	
Precursor - - -	" -	13 June -	-- Peninsular and Oriental Steam Navigation Company.	229 6	33 5	1,133	1,817	
Robert Bruce - -	" -	24 July -	-- Caledonian Steam Towing Company.	95 8	18 4	49	139	
Victory - - -	" -	23 July -	- - ditto - - -	82 2	16 1	28	86	
Souter Johnny - -	" -	25 July -	- - ditto - - -	82 7	15 8	37	86	iron.
Caledonia - - -	" -	25 July -	- - ditto - - -	84 2	15 8	42	96	
Tam O'Shanter - -	" -	26 July -	- - ditto - - -	76 0	15 6 in.	40	—	
Sir William Wallace -	" -	26 July -	- - ditto - - -	98 1	17 9ths.	47	128	
Matrimony - - -	" -	22 Oct. -	-- London, Westminster and Vauxhall Steam Boat Company.	95 0	13 4	37	55	
Bachelor - - -	" -	22 Oct. -	- - ditto - - -	92 0	13 5	38	55	iron.
Braganza - - -	" -	25 Oct. -	-- Peninsular and Oriental Steam Navigation Company.	188 5	24 8	571	856	
Tay - - -	" -	31 Oct. -	-- Royal Mail Steam Packet Company.	214 5	33 5	1,141	1,858	
Teviot - - -	" -	29 Nov. -	- - ditto - - -	214 2	33 7	1,122	1,793	
New Unity - - -	" -	1 Nov. -	Thomas Petley and others -	83 3	16 7	35	94	
Waterman, No. 1 -	" -	19 Feb. 1845	-- Waterman Steam Packet Company.	105 0	13 5	53	74	iron.
Waterman, No. 2 -	" -	19 Feb. -	- - ditto - - -	106 4	13 5	40	61	
Waterman, No. 3 -	" -	19 Feb. -	- - ditto - - -	105 0	13 0	47	73	
Waterman, No. 4 -	" -	19 Feb. -	- - ditto - - -	105 6	12 7	47	70	
Waterman, No. 5 -	" -	19 Feb. -	- - ditto - - -	106 8	13 3	37	62	
Waterman, No. 6 -	" -	19 Feb. -	- - ditto - - -	106 5	12 5	40	61	iron.
Waterman, No. 8 -	" -	19 Feb. -	- - ditto - - -	100 0	13 2	33	54	
Waterman, No. 9 -	" -	19 Feb. -	- - ditto - - -	107 0	14 3	48	69	
Waterman, No. 10 -	" -	19 Feb. -	- - ditto - - -	106 0	13 1	41	62	
Waterman, No. 11 -	" -	19 Feb. -	- - ditto - - -	107 0	13 4	54	77	
Waterman, No. 12 -	" -	19 Feb. -	- - ditto - - -	116 5	13 5	64	86	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
Reindeer - - -	London -	9 April 1845	-- Royal Mail Steam Packet Company.	Feet. 10 <sup>ths</sup> . 155 4	Feet. 10 <sup>ths</sup> . 23 1	330	554	
Mercury - - -	" - -	16 May -	-- General Steam Navigation Company.	157 8	19 0	170	252	
Triton - - -	" - -	1 Aug. -	-- ditto - - -	163 0	23 4	204	357	
Tom Bowline - -	" - -	20 Aug. -	J. Stewart - - -	93 3	16 9	55	109	
Medway - - -	" - -	29 Aug. -	George Miles - - -	91 6	13 2	53	88	
Achilles - - -	" - -	11 Oct. -	-- Peninsular and Oriental Steam Navigation Company.	205 9	27 0	587	992	
Madrid - - -	" - -	7 Nov. -	-- ditto - - -	163 0	23 5	315	479	iron.
India - - -	" - -	13 Dec. -	-- ditto - - -	183 0	26 5	501	870	
William Jolliffe -	" - -	27 Nov. -	-- General Steam Navigation Company.	143 7	20 2	197	311	
Samson - - -	" - -	15 Dec. -	-- Trustees of Ramsgate Harbour.	83 5	16 3	31	90	
Herne - - -	" - -	20 Jan. 1846	-- Herne Bay Steam Packet Company.	168 5	20 8	157	259	iron.
Laas o' Gowrie -	" - -	23 Jan. -	Thomas Petley and others -	71 2	15 1	23	67	
Meteor - - -	" - -	30 Jan. -	-- Gravesend Star Steam Packet Company.	170 0	18 0	114	174	iron.
Waterwitch - - -	" - -	8 May -	-- General Steam Navigation Company.	156 5	22 3	276	481	
Father Thames -	" - -	3 June -	-- Herne Bay Steam Packet Company.	139 0	18 6	98	153	
Trinity - - -	" - -	10 Aug. -	J. Petley and others - -	85 2	16 7	36	103	
Joseph Somes - -	" - -	5 Aug. -	-- Thames Steam Towing Company.	89 6	15 7	40	99	
Erin - - -	" - -	19 Aug. -	-- Peninsular and Oriental Steam Navigation Company.	199 0	27 6	533	798	iron.
Innisfail - - -	" - -	31 Aug. -	T. Pope - - -	128 0	22 1 in.	169	—	
Emanuel - - -	" - -	4 Sept. -	O. Parry - - -	80 0	10 6ths.	26	45	
Haddington - - -	" - -	17 Nov. -	-- Peninsular and Oriental Steam Navigation Company.	217 3	33 3	1,167	1,648	iron.
Times - - -	" - -	31 Dec. -	John Penn - - -	139 0	20 2	119	191	iron.
Sybil - - -	" - -	5 Jan. 1847	-- Woolwich Steam Packet Company.	114 5	13 5	58	82	iron.
Ariel - - -	" - -	5 Jan. -	-- ditto - - -	112 0	14 0	61	95	
Dryad - - -	" - -	5 Jan. -	-- ditto - - -	117 0	13 2	60	82	
City of Boulogne -	" - -	7 Jan. -	J. Hopkinson - - -	135 4	20 5	217	313	
Pekin - - -	" - -	26 Jan. -	-- Peninsular and Oriental Steam Navigation Company.	214 7	29 7	759	1,182	iron.
Lord Collingwood -	" - -	22 Feb. -	Thomas Petley and others -	71 6	15 4	22	67	
Conway - - -	" - -	31 March -	-- Royal Mail Steam Packet Company.	186 5	28 4	579	929	
Paul Pry - - -	" - -	24 April -	W. Watkins - - -	80 0	15 5	43	82	
City of Glasgow -	" - -	13 May -	J. Hopkinson - - -	136 4	20 5	159	253	
Sir William Wallace -	" - -	13 May -	-- ditto - - -	128 7	18 0	102	195	
Prince George - -	" - -	13 May -	-- ditto - - -	136 6	16 8	90	152	
Royal Tar - - -	" - -	22 May -	John Penn - - -	119 2	13 8	54	92	
Star - - -	" - -	29 May -	-- General Steam Navigation Company.	159 0	19 4	167	231	
Thomas Petley - -	" - -	19 June -	Thomas Petley and others -	89 2	16 6	43	108	
Pacha - - -	" - -	1 July -	-- Peninsular and Oriental Steam Navigation Company.	160 0	26 5	330	592	iron.
Highland Maid - -	" - -	3 July -	D. Barker - - -	66 2	13 0	18	49	
Free Trade - - -	" - -	31 Aug. -	-- Continental Cattle Steamship Company.	143 5	22 8	277	341	
Tonbridge - - -	" - -	6 Nov. -	Frederick Partridge - -	70 2	11 4	13	41	
Ondine - - -	" - -	19 Nov. -	E. Baldwin - - -	147 2	18 4	101	171	iron.
Jupiter - - -	" - -	14 Jan. 1848	-- Peninsular and Oriental Steam Packet Company.	158 2 in.	25 0	288	—	
Citizen (M.) - - -	" - -	24 Jan. -	City Steamboat Company -	99 5	11 5	38	53	iron.
Citizen (G.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Citizen (K.) - - -	" - -	24 Jan. -	-- ditto - - -	103 5	12 3	58	75	iron.
Citizen (A.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Citizen (E.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Citizen (J.) - - -	" - -	24 Jan. -	-- ditto - - -	103 5	12 3	58	75	iron.
Citizen (B.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Citizen (C.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Citizen (H.) - - -	" - -	24 Jan. -	-- ditto - - -	95 5	13 5	40	57	iron.
Citizen (L.) - - -	" - -	24 Jan. -	-- ditto - - -	103 5	12 3	58	75	iron.
Citizen (F.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Citizen (D.) - - -	" - -	24 Jan. -	-- ditto - - -	94 0	13 4	42	60	iron.
Kent - - -	" - -	1 Feb. -	Daniel Waddington - - -	78 5	15 0	40	68	
Essex - - -	" - -	1 Feb. -	-- ditto - - -	78 5	14 9	40	66	
Oriental - - -	" - -	17 Feb. -	-- Peninsular and Oriental Steam Packet Company.	220 0	33 5	1,103	1,787	
Dougal - - -	" - -	24 Feb. -	-- Caledonian Steam Towing Company.	76 3	14 1	37	76	
Locomotive - - -	" - -	25 Feb. -	Wm. B. Steel - - -	101 5	11 3	42	61	
Lord Warden - - -	" - -	5 April -	Wm. Watkins - - -	100 0	17 0	43	107	
Malta - - -	" - -	13 Mar. -	-- Peninsular and Oriental Steam Packet Company.	205 9	33 5	777	1,218	iron.

(continued)

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Canton - - -	London -	9 June 1848	- - Peninsular and Oriental Steam Navigation Company.	172 7	21 4	218	348	iron.
Cambria - - -	" -	29 July -	- - Chester and Holyhead Railway Company.	207 5	26 3	328	590	iron.
Anglia - - -	" -	29 July -	- - ditto - - -	190 0	26 2	254	473	iron.
Wilberforce - - -	" -	21 Sept. -	- - General Steam Navigation Company.	169 4	23 6	344	610	
Albion - - -	" -	6 Oct. -	- - ditto - - -	174 0	23 2	237	366	iron.
Earl of Auckland -	" -	25 Oct. -	- - General Screw Steam Shipping Company.	147 0	24 0	201	296	iron.
Hibernia - - -	" -	22 Nov. -	- - Chester and Holyhead Railway Company.	197 3	25 6	369	573	
Fly - - -	" -	2 Dec. -	Edward Austin - - -	86 0	12 10 in.	54	—	
Alfred - - -	" -	27 Dec. -	- - Thames Steam Towing Company.	66 8	13 6ths.	20	53	
Black Eagle - - -	" -	27 Dec. -	- - ditto - - -	90 0	16 9	57	117	
Soho - - -	" -	28 Feb. 1849	- - General Steam Navigation Company.	150 5	24 8	242	433	
Fanny - - -	" -	9 Mar. -	H. Lee and Son - - -	78 0	20 4	101	162	
Powerful - - -	" -	9 Mar. -	- - ditto - - -	75 5	15 4	29	70	
Hercules - - -	" -	9 Mar. -	- - ditto - - -	85 9	22 9	104	294	
Canton - - -	" -	16 Mar. -	Lancelot Dent - - -	133 0	18 0	139	234	
Hong Kong - - -	" -	27 April -	- - ditto - - -	133 0	18 0	141	233	
Waterman, No. 7 -	" -	2 May -	Waterman Company - -	106 5	13 5	47	69	
Esk - - -	" -	15 May -	- - Royal Mail Steam Packet Company.	112 0	21 5	142	231	
Great Western - -	" -	28 May -	- - ditto - - -	210 0	32 2	1,154	1,775	
Medway - - -	" -	31 May -	- - ditto - - -	212 0	33 2	1,261	1,896	
Disowned - - -	" -	4 June -	J. McIntosh - - -	55 8	3 7	3	4	
Eagle - - -	" -	14 June -	- - Royal Mail Steam Packet Company.	158 0	22 6	422	681	
Trent - - -	" -	29 June -	- - ditto - - -	212 0	32 8	1,236	1,857	
Enterprise - - -	" -	14 June -	Allen & Skinner - - -	83 0	9 0	9	29	
Bosphorus - - -	" -	17 June -	- - General Screw Steam Shipping Company.	173 6	24 3	330	445	
Perseverance - - -	" -	1 Aug. -	Petley & Co. - - -	97 0	17 7	57	147	
Queen of the Thames -	" -	16 July -	W. Cunningham - - -	148 0	14 9	85	123	
Royal William - -	" -	4 Aug. -	- - General Steam Navigation Company.	163 8	20 2	210	325	
Prince of Wales - -	" -	4 Aug. -	- - ditto - - -	180 0	21 0	139	246	
Charon - - -	" -	10 Aug. -	Trinity Company - - -	97 0	14 7	55	107	
City of London - -	" -	21 Aug. -	- - General Screw Steam Navigation Company.	108 5	22 2	158	191	iron.
Lord John Russell -	" -	21 Aug. -	- - ditto - - -	120 4	22 8	207	255	iron.
Seine - - -	" -	26 Oct. -	- - General Steam Navigation Company.	175 0	23 3	262	391	iron.
Waterman - - -	" -	29 Oct. -	F. Perry - - -	106 5	12 5	40	61	
Thames - - -	" -	31 Oct. -	- - Royal Mail Steam Packet Company.	212 0	33 0	1,255	1,889	
Augusta - - -	" -	1 Nov. -	H. W. Schneider - - -	108 0	16 2	85	120	iron.
Rhine - - -	" -	31 Dec. -	- - General Steam Navigation Company.	190 2	25 8	378	547	iron.
Severn - - -	" -	12 Nov. -	- - Royal Mail Steam Packet Company.	215 0	33 7	1,183	1,886	
Propontis - - -	" -	7 Dec. -	- - General Screw Steam Shipping Company.	175 0	24 4	362	483	iron.
Ripon - - -	" -	13 Dec. -	- - Peninsular and Oriental Steam Navigation Company.	231 3	33 9	1,309	1,926	iron.
Pottinger - - -	" -	31 Dec. -	- - ditto - - -	220 3	34 5	890	1,350	iron.
Dolphin - - -	" -	14 Jan. 1850	W. B. Caulfield - - -	68 3	14 5	18	61	
Red Rover - - -	" -	19 Jan. -	John Stevens - - -	79 0	15 6	28	79	
Sir Robert Peel - -	" -	7 Mar. -	- - General Screw Steam Shipping Company.	124 0	22 9	234	281	iron, screw.
Derwent - - -	" -	20 Mar. -	- - Royal Mail Steam Packet Company.	175 4	26 4	550	794	
City of Rotterdam -	" -	2 April -	- - General Screw Steam Shipping Company.	108 5	22 0	157	190	iron, screw.
Vesta - - -	" -	5 July -	J. T. Cookney - - -	139 3	16 6	64	162	
Secret - - -	" -	5 July -	R. D. Ross - - -	94 5	17 0	69	130	
Euxine - - -	" -	13 July -	- - Peninsular and Oriental Steam Navigation Company.	222 7	29 4	729	1,165	iron.
Sultan - - -	" -	27 July -	- - ditto - - -	224 2	29 1	729	1,091	
Gipsy - - -	" -	5 Aug. -	R. W. Dare - - -	73 8	11 1	20	33	iron.
Prince Arthur - -	" -	10 Aug. -	R. Hallett & Sons - -	120 0	13 5	51	78	iron.
Tiger - - -	" -	21 Aug. -	- - General Steam Navigation Company.	162 0	25 6	379	608	
Ariel - - -	" -	4 Oct. -	B. Ifill - - -	105 0	15 7	59	136	
Gemini - - -	" -	4 Oct. -	G. W. Veasey - - -	140 0	11 8	71	103	iron.
Princess Royal - -	" -	30 Oct. -	- - General Steam Navigation Company.	177 7	25 4	494	748	
City of Paris - - -	" -	12 Nov. -	J. Hopkinson - - -	164 0	22 3	280	382	
Jupiter - - -	" -	20 Nov. -	- - Gravesend New Steam Packet Company.	163 5	17 3	119	172	iron.
Star - - -	" -	20 Nov. -	- - ditto - - -	177 6	16 3	108	168	iron.
Neptune - - -	" -	2 Dec. -	- - General Steam Navigation Company.	173 0	24 8	364	599	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Queen - - -	London -	9 Dec. 1850	W. Cunningham - - -	160 8	16 1	87	137	iron.
Salamander - - -	" - -	14 Dec. -	R. A. Robinson - - -	179 5	25 6	141	345	iron.
Singapore - - -	" - -	14 Dec. -	- - Peninsular and Oriental Steam Navigation Company.	235 3	29 4	742	1,189	
Ganges - - -	" - -	14 Dec. -	- - ditto - - -	235 3	29 4	742	1,189	
Levant - - -	" - -	26 Dec. -	H. J. Hall - - -	169 5	23 9	395	694	
City of Glasgow - - -	" - -	11 Jan. 1851	Hodgson & Co. - - -	156 1 in.	24 4 in.	271	—	
Sons of the Thames - - -	" - -	20 Feb. -	W. Cunningham - - -	138 0	16 5	80	135	
Ann - - -	" - -	8 Mar. -	James Hartley - - -	117 3	19 7	154	240	screw.
Dec - - -	" - -	11 Mar. -	- - Royal Mail Steam Packet Company.	213 0	32 6	1,142	1,849	
Concordia - - -	" - -	18 Mar. -	- - General Steam Navigation Company.	179 7	23 3	327	465	iron.
Prince - - -	" - -	28 May -	- - Royal Mail Steam Packet Company.	159 2	23 5	288	398	iron.
Panther - - -	" - -	18 June -	- - General Steam Navigation Company.	180 5	23 5	295	425	iron.
Harbinger - - -	" - -	20 June -	- - General Screw Steam Shipping Company.	186 5	31 1	599	848	iron, screw.
Friend to all Nations -	" - -	12 Aug. -	T. Petley - - -	107 6	20 0	57	152	iron.
Punch - - -	" - -	18 Aug. -	J. O. Hanson - - -	85 0	16 3	53	103	
Pearl - - -	" - -	5 Sept. -	James Howard - - -	56 4	14 6	34	54	screw.
Newhaven - - -	" - -	17 Sept. -	W. Glatch - - -	153 0	21 2	148	259	
Shanghai - - -	" - -	22 Sept. -	- - Peninsular and Oriental Steam Packet Company.	182 5	25 8	414	547	iron, screw.
Javanese - - -	" - -	23 Sept. -	Anderson & Co. - - -	115 3	19 2	112	205	
Paon Shun - - -	" - -	14 Oct. -	L. Dent - - -	138 1	23 5	273	386	screw.
Copeland - - -	" - -	1 Nov. -	- Shipowners' Towing Company.	100 0	18 7	39	146	
Hercules - - -	" - -	1 Nov. -	- ditto - - -	87 0	16 8	32	116	
Newcastle - - -	" - -	1 Nov. -	- ditto - - -	86 0	14 6	42	93	
Sir Robert Hawkes - - -	" - -	1 Nov. -	- ditto - - -	76 4 in.	15 2 in.	44	—	
Commodore - - -	" - -	1 Nov. -	- ditto - - -	90 0	17 8ths.	40	111	
Goliath - - -	" - -	1 Nov. -	- ditto - - -	103 0	17 3	44	119	
William Gunston - - -	" - -	1 Nov. -	- ditto - - -	90 0	17 0	41	100	
Pilot - - -	" - -	1 Nov. -	- ditto - - -	72 0	14 6	21	57	
Severn - - -	" - -	17 Nov. -	D. Napier - - -	85 1	10 8	28	38	iron.
Orinoco - - -	" - -	11 Nov. -	- - Royal Mail Steam Packet Company.	266 0	38 1	1,892	2,901	
Ravensbourne - - -	" - -	22 Jan. 1852	- - General Steam Navigation Company.	193 0	26 3	402	606	iron.
John Lee - - -	" - -	26 Jan. -	W. Watkins - - -	90 2	17 0	35	104	
Collier - - -	" - -	16 Mar. -	H. P. Maples - - -	95 0	20 0	116	157	iron, screw.
Madras - - -	" - -	16 Mar. -	- - Peninsular and Oriental Steam Navigation Company.	232 9	31 6	606	1,184	iron, screw.
Wonder - - -	" - -	2 Mar. -	N. Vidovick - - -	87 1	16 7	31	94	
Chusan - - -	" - -	24 Mar. -	- - Peninsular and Oriental Steam Navigation Company.	190 0	29 5	529	700	iron, screw.
Parana - - -	" - -	2 April -	- - Royal Mail Steam Packet Company.	274 6	36 5	1,931	2,944	
Emerald - - -	" - -	8 April -	H. Brownrigg - - -	144 3	20 2	215	340	
Britannia - - -	" - -	14 April -	W. Watkins - - -	100 5	16 7	48	121	
Magdalena - - -	" - -	15 May -	- - Royal Mail Steam Packet Company.	266 0	38 1	1,866	2,943	
Australian - - -	" - -	18 May -	- - Australian Royal Mail Steam Navigation Company.	226 5	33 2	735	1,392	iron, screw.
Nymph - - -	" - -	20 May -	- - Woolwich Steam Packet Company.	123 6	14 5	58	88	
Queen of the South - - -	" - -	21 May -	- - General Screw Steam Shipping Company.	238 5	38 2	1,253	1,825	iron, screw.
Paris - - -	" - -	4 June -	H. P. Maples - - -	165 0	20 1	148	238	iron.
Wave Queen - - -	" - -	22 June -	J. S. Russell - - -	209 6	15 0	113	203	iron.
Sydney - - -	" - -	5 July -	- - Australian Royal Mail Steam Navigation Company.	226 5	33 2	734	1,391	iron, screw.
True Briton - - -	" - -	7 July -	T. Petley - - -	79 0	16 0	41	95	
Sophia - - -	" - -	16 July -	W. Watts - - -	88 1	16 8	35	86	
Bombay - - -	" - -	21 July -	- - Peninsular and Oriental Steam Navigation Company.	234 0	31 4	608	1,186	iron, screw.
Lady Jocelyn - - -	" - -	28 July -	- - General Screw Steam Shipping Company.	238 3	38 2	1,248	1,824	iron, screw.
Formosa - - -	" - -	31 July -	- - Peninsular and Oriental Steam Navigation Company.	203 6	25 3	451	677	iron, screw.
La Plata - - -	" - -	13 Aug. -	- - Royal Mail Steam Packet Company.	280 5	37 4	1,475	2,404	
Haggerston - - -	" - -	30 Aug. -	T. C. Gibson - - -	159 0	24 7	329	415	
Indiana - - -	" - -	31 Aug. -	- General Screw Steam Shipping Company.	238 5	38 2	1,244	1,804	
Moselle - - -	" - -	4 Sept. -	- - General Steam Navigation Company.	198 5	25 5	407	574	
Bolton - - -	" - -	17 Sept. -	Jackson & Co. - - -	68 4	14 0	19	55	
Red Rover - - -	" - -	18 Sept. -	G. Wigram - - -	159 0	21 4	185	250	
Melbourne - - -	" - -	21 Sept. -	J. S. Russell - - -	211 0	35 8	817	1,450	
Calcutta - - -	" - -	1 Oct. -	- - General Screw Steam Navigation Company.	244 5	38 1	1,272	1,852	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Avon - - -	Londoa -	2 Oct. 1852	- - Royal Mail Steam Packet Company.	247 7	34 5	1,316	2,069	
Eversfield - - -	" - -	9 Oct. -	H. Eversfield - - -	60 5	17 3	35	52	
Mystery - - -	" - -	15 Oct. -	R. D. Ross - - -	96 1	16 6	42	105	
Surprise - - -	" - -	12 Oct. -	- ditto - - -	111 4	16 6	36	122	
Irene - - -	" - -	7 Oct. -	Trinity Company -	157 0	20 8	149	271	
Mauritius - - -	" - -	27 Oct. -	- General Screw Steam Shipping Company.	244 5	38 1	1,369	1,897	
Faid Gabaad - - -	" - -	6 Nov. -	Zulueta & Co. - - -	281 8	39 0	1,548	2,469	
Otter - - -	" - -	15 Nov. -	Hudson Bay Company -	122 0	20 3	145	214	
Hunwick - - -	" - -	23 Nov. -	T. C. Gibson - - -	159 5	24 6	333	408	iron, screw.
Briton Ferry - - -	" - -	24 Nov. -	F. Bankart - - -	109 0	16 4	95	140	iron, screw.
Paul Jones - - -	" - -	30 Nov. -	D. Barker - - -	79 8	15 6	22	80	
Adelaide - - -	" - -	2 Dec. -	- - Royal Mail Steam Packet Company.	260 5	36 3	1,124	1,859	
Sylph - - -	" - -	3 Dec. -	- - Woolwich Steam Packet Company.	123 5	13 5	44	76	
Laurel - - -	" - -	13 Dec. -	R. Carnan - - -	54 3	13 0	11	36	
Forerunner - - -	" - -	18 Dec. -	African Steam Ship Company	156 5	21 5	174	298	
Sir Walter Scott -	" - -	20 Dec. -	- - Caledonian Steam Towing Company.	103 4	16 7	53	76	
Indus - - -	" - -	30 Dec. -	- - Peninsular and Oriental Steam Navigation Company.	241 2	34 1	1,302	1,950	
Lady Berriedale -	" - -	15 Jan. 1853	Prior - - -	122 5	27 0	262	393	iron, screw.
Hydaspes - - -	" - -	17 Jan. -	- General Screw Steam Shipping Company.	246 5	37 3	1,361	1,871	iron, screw.
Faith - - -	" - -	15 Jan. -	- - African Steam Ship Company.	197 0	28 8	564	722	iron, screw.
Bengal - - -	" - -	5 Feb. -	- - Peninsular and Oriental Steam Navigation Company.	295 9	38 2	1,176	2,185	iron, screw.
William Hutt - - -	" - -	8 Mar. -	- - General Iron Screw Collier Company.	164 5	26 1	425	530	iron, screw.
Lady Bird - - -	" - -	14 Mar. -	H. P. Maples - - -	143 7	21 3	176	248	iron, screw.
Isabel - - -	" - -	24 Mar. -	W. Kennedy - - -	80 0	19 7	93	150	
Tasmania - - -	" - -	31 Mar. -	S. P. Kennard - - -	165 9	22 1	285	425	iron, screw.
William Miskin - -	" - -	6 April -	F. Pegler - - -	100 6	17 6	74	124	
Newcastle - - -	" - -	6 April -	- - General Steam Navigation Company.	159 0	20 7	278	447	
Victoria - - -	" - -	8 April -	- - Australian Rail Mail Steam Navigation Company.	260 6	36 3	1,130	1,877	iron, screw.
Foyle - - -	" - -	12 April -	W. T. Miskin - - -	122 0	19 11 in.	136	—	
Argo - - -	" - -	14 April -	- - General Screw Steam Shipping Company.	244 5	38 0	1,236	1,815	iron, screw.
Hope - - -	" - -	19 April -	- - African Steam Ship Company.	194 5	28 7	585	759	
Edinburgh - - -	" - -	22 April -	- - General Steam Navigation Company.	178 7	30 7	482	741	
Countess of Lonsdale	" - -	6 May -	- - ditto - - -	174 0	24 7	396	616	
Denmark - - -	" - -	6 May -	- - ditto - - -	164 0	22 3	331	501	
Duntroon Castle -	" - -	6 May -	H. P. Maples - - -	144 0	21 0	176	257	iron.
Havilah - - -	" - -	20 May -	C. Bowman - - -	149 0	21 3	256	336	iron, screw.
Cambridge - - -	" - -	28 May -	H. P. Maples - - -	92 7	16 8	99	141	
Queen - - -	" - -	7 June -	M. F. Bremer - - -	174 6	22 0	344	473	iron.
Vectis - - -	" - -	8 June -	- - Peninsular and Oriental Steam Navigation Company.	228 0	29 1	503	786	
Rajah - - -	" - -	8 June -	- - ditto - - -	163 6	24 0	419	537	iron, screw.
Valetta - - -	" - -	8 June -	- - Peninsular and Oriental Steam Navigation Company.	225 0	27 6	507	769	
Cadiz - - -	" - -	8 June -	- - ditto - - -	226 4	28 4	481	816	iron, screw.
Elfin - - -	" - -	8 June -	- - Woolwich Steam Packet Company.	148 2	13 9	73	112	
Freyr - - -	" - -	8 June -	C. J. Mare - - -	147 6	17 2	152	219	
Amazon - - -	" - -	17 June -	W. B. Caulfield - - -	84 5	16 7	44	96	
Clyde - - -	" - -	18 June -	- - Royal Mail Steam Packet Company.	208 6	32 2	798	1,372	
Hanover - - -	" - -	24 June -	- - General Steam Navigation Company.	168 0	22 0	326	520	
Emperor - - -	" - -	25 June -	W. Gregory - - -	96 5	13 7	36	60	
Northumberland -	" - -	25 June -	- - General Iron Screw Collier Company.	163 2	26 2	438	520	
Golden Queen - - -	" - -	29 June -	F. Pegler - - -	177 0	25 3	290	442	
Belgium - - -	" - -	30 June -	- - General Steam Navigation Company.	161 8	26 3	310	457	
Michael - - -	" - -	30 June -	D. Barker - - -	59 5	11 7	11	36	
Flora - - -	" - -	12 July -	E. Lacey - - -	101 0	12 0	41	57	
Eagle - - -	" - -	19 July -	W. Gooch - - -	152 8	26 7	356	490	
Natal - - -	" - -	19 July -	- - General Screw Steam Shipping Company.	188 5	25 7	384	558	
Cornelia - - -	" - -	20 July -	T. M. Wequelin - - -	144 6	19 4	215	289	
Sir John Easthope -	" - -	26 July -	- - General Iron Screw Collier Company.	163 6	26 1	428	520	
Dragon Fly - - -	" - -	8 Aug. -	J. Maundslay - - -	55 2	11 5	18	32	
Zingari - - -	" - -	22 Aug. -	W. Bury - - -	125 6	18 9	148	206	
Douro - - -	" - -	23 Aug. -	- - Peninsular and Oriental Steam Navigation Company.	226 4	28 3	476	810	



## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
Rouen - - -	London -	29 Aug. 1853	H. P. Maples - - -	<i>Feet. 10<sup>ths</sup>.</i> 177 5	<i>Feet. 10<sup>ths</sup>.</i> 19 3	166	259	
Camilla - - -	" -	30 Aug. -	-- Royal Mail Steam Packet Company.	189 4	23 1	334	539	
Durham - - -	" -	30 Aug. -	-- General Iron Steam Collier Company.	163 7	26 4	428	531	
Solent - - -	" -	30 Aug. -	-- Royal Mail Steam Packet Company.	277 3	34 9	1,271	1,808	
Mystery - - -	" -	2 Sept. -	W. Hyatt - - -	79 0	10 7	27	46	
Charity - - -	" -	3 Sept. -	-- African Steam Ship Company.	244 2	28 5	1,008	1,240	
Cock-o'-the-North -	" -	9 Sept. -	-- Shipowners' Towing Company.	93 7	19 1	43	136	
Alar - - -	" -	17 Sept. -	-- General Screw Steam Shipping Company.	125 6	17 3	107	164	
Nora Creina - - -	" -	19 Sept. -	A. G. Robinson - - -	133 0	18 0	94	141	
Gazelle - - -	" -	20 Sept. -	-- ditto - - -	82 1	14 9	73	105	
Tartar - - -	" -	24 Sept. -	-- Peninsular and Oriental Steam Navigation Company.	172 8	22 4	171	303	
Eagle - - -	" -	24 Sept. -	G. W. Morris - - -	198 0	22 2	265	381	
Holland - - -	" -	30 Sept. -	-- General Steam Navigation Company.	165 3	26 0	280	438	
Monarch - - -	" -	4 Oct. -	Electric Company - - -	156 2	19 7	296	427	
Caroline - - -	" -	7 Oct. -	J. S. Russell - - -	141 0	26 2	361	480	iron, screw.
Coleraine - - -	" -	7 Oct. -	S. Pollack - - -	125 2	20 2	160	302	
London - - -	" -	25 Oct. -	H. P. Maples & Co. - - -	200 6	19 6	192	341	iron.
Norma - - -	" -	28 Oct. -	-- Peninsular and Oriental Steam Navigation Company.	242 4	28 4	613	963	iron, screw.
Nelson - - -	" -	29 Oct. -	C. Tibbut & Co. - - -	140 4	22 0	216	286	iron, screw.
Estrella - - -	" -	4 Nov. -	-- Magdalena Steam Navigation Company.	172 5	24 7	179	330	iron.
Anita - - -	" -	4 Nov. -	-- ditto - - -	129 6	18 6	62	113	iron.
Sapphire - - -	" -	9 Nov. -	-- General Steam Navigation Company.	172 0	17 5	173	238	iron.
Ruby - - -	" -	9 Nov. -	-- ditto - - -	151 8	18 7	169	243	
Jarrow - - -	" -	14 Nov. -	-- General Screw Steam Shipping Company.	164 0	26 4	414	531	iron, screw.
Mars - - -	" -	16 Nov. -	-- Gravesend New Steam Packet Company.	176 5	17 5	124	196	iron.
Comet - - -	" -	16 Nov. -	-- ditto - - -	143 2	18 5	80	158	iron.
Queen of the French -	" -	28 Nov. -	-- South Eastern Railway Company.	156 0	20 4	125	215	iron.
Princess Helena -	" -	28 Nov. -	-- ditto - - -	165 2	23 2	166	302	iron.
Princess Maud - -	" -	28 Nov. -	-- ditto - - -	140 5	19 8	151	247	iron.
Princess Clementina -	" -	28 Nov. -	-- ditto - - -	165 2	22 6	148	288	iron.
Princess Mary - -	" -	28 Nov. -	-- ditto - - -	149 3	19 3	138	212	iron.
Lord Warden - - -	" -	28 Nov. -	-- ditto - - -	168 0	23 3	159	308	iron.
Prince Ernest - -	" -	28 Nov. -	-- ditto - - -	156 2	21 4	146	248	iron.
Queen of the Belgians	" -	28 Nov. -	-- ditto - - -	157 0	19 5	125	207	iron.
Topaz - - -	" -	3 Dec. -	-- General Steam Navigation Company.	145 5	15 7	92	135	
Diamond - - -	" -	3 Dec. -	-- ditto - - -	154 0	17 5	121	187	
Peninsula - - -	" -	8 Dec. -	W. Wood - - -	192 5	23 9	366	509	iron, screw.
Colombo - - -	" -	9 Dec. -	-- Peninsular and Oriental Steam Navigation Company.	286 6	36 0	675	1,865	iron, screw.
Himalaya - - -	" -	9 Dec. -	-- ditto - - -	340 0	44 4	2,327	3,508	iron, screw.
Enchantress - - -	" -	9 Dec. -	J. Broughton - - -	127 5	15 5	99	133	iron, screw.
Illawana - - -	" -	9 Dec. -	W. O. Manning - - -	106 0	19 5	77	155	iron.
Falcon - - -	" -	9 Dec. -	J. S. Russell & Co. - - -	152 8	26 8	354	488	iron, screw.
Crocus - - -	" -	9 Dec. -	-- General Screw Steam Shipping Company.	280 0	41 5	1,897	2,700	iron, screw.
Petrel - - -	" -	20 Dec. -	Waterman Company - - -	138 4	15 0	86	114	iron.
Susanna - - -	" -	24 Dec. -	W. Gregory - - -	55 9 in.	12 8 in.	21	—	
Halls - - -	" -	30 Dec. -	H. W. Schneider - - -	72 2	13 9	18	52	
Manchester - - -	Berwick -	20 April 1842	Berwick Shipping Company	153 0	23 1	219	412	
Water Witch - - -	Bideford -	3 April 1849	H. Cawsey - - -	102 0	15 3	74	130	
Dart - - -	Boston -	6 May 1852	J. Sharp Wilkinson - - -	69 2	12 6	18	40	
Perseverance - - -	Bridgwater -	15 Sept. 1853	H. Towells - - -	69 3	16 1	13	74	iron.
Rapid - - -	" -	15 Sept. -	-- ditto - - -	64 3	14 4	8	54	
Lioness - - -	Bristol -	22 June 1836	Robert Henry Webb - - -	55 4	12 7	15	39	
Lion - - -	" -	20 Feb. 1837	-- ditto - - -	69 7	14 9	22	66	
Phoenix - - -	" -	6 April 1838	-- Bristol General Steam Navigation Company.	121 8	18 0	135	241	
Sampson - - -	" -	29 Oct. -	-- ditto - - -	73 3	15 2	25	86	
Hercules - - -	" -	3 Mar. 1839	William Webb - - -	69 2	14 7	15	64	
Shamrock - - -	" -	16 June 1840	-- Bristol General Steam Navigation Company.	151 9	22 6	301	493	
Air - - -	" -	17 Sept. -	-- ditto - - -	92 5	16 2	59	122	
Tiger - - -	" -	25 Mar. 1841	-- ditto - - -	75 3	15 0	43	99	
Rose - - -	" -	16 Aug. 1842	-- ditto - - -	152 7	22 7	349	505	
Sampson - - -	" -	2 Dec. -	-- ditto - - -	81 0	15 3	37	85	
Wye - - -	" -	15 June 1843	John Jones - - -	100 1	15 9	66	110	
Glamorgan - - -	" -	23 Nov. -	-- Bristol General Steam Navigation Company.	101 5 in.	14 1 in.	69	—	
Duke of Beaufort -	" -	23 Nov. -	-- ditto - - -	78 1 in.	15 6 in.	59	—	
Swift - - -	" -	9 July 1844	-- ditto - - -	122 4	16 1	110	160	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
Avon - - -	Bristol - -	10 Sept. 1845	-- Bristol New Steam Packet Company.	Feet. 10ths. 112 5	Feet. 10ths. 15 5	65	105	
Seyvern - - -	" - -	10 Sept. -	- - ditto - - -	115 3	15 3	63	104	
Usk - - -	" - -	17 Mar. 1846	-- Bristol Steam Navigation Company.	97 0	15 4	77	129	
Bournabat - - -	" - -	2 June -	George Percy Whittall -	79 0	13 0	32	61	
Fury - - -	" - -	3 Aug. -	William Webb - - -	57 3	13 4	13	51	
Juvena - - -	" - -	27 April 1847	-- Bristol General Steam Navigation Company.	108 8	25 0	349	555	
Panther - - -	" - -	2 Nov. -	George Lemell & Co. - -	79 3	15 0	23	74	
Dart - - -	" - -	22 June 1849	-- Bristol General Steam Navigation Company.	116 6	15 3	93	149	
Star - - -	" - -	22 June -	- - ditto - - -	125 0	20 1 in.	149	—	
Fairy Queen - - -	" - -	18 June 1850	John Jones - - -	101 4	14 8	79	103	iron.
Propeller - - -	" - -	21 June -	- - ditto - - -	90 8	13 8	38	62	iron.
Stockton - - -	" - -	13 Oct. 1851	- - ditto - - -	77 0	14 9	17	71	
Royal Albert - - -	" - -	20 Aug. 1852	- - ditto - - -	81 6	14 5	24	72	
Fearless - - -	" - -	17 June 1853	- - ditto - - -	85 8	16 2	34	98	
Great Britain - - -	" - -	22 July -	R. Bright - - -	274 0	48 2	1,460	2,936	iron, screw.
Juno - - -	" - -	2 Aug. -	T. Fyson - - -	163 2	19 7	215	298	
Vesta - - -	Carnarvon -	26 Aug. 1848	Lord Newborough - - -	114 0	20 4	88	176	
Thomas Wilson - - -	" - -	12 July 1853	John Owen - - -	92 7	14 8	49	89	
Superb - - -	Cardiff - -	8 May 1841	William Bird and others -	66 5 in.	14 4 in.	23	—	
Dragon - - -	" - -	26 Sept. 1846	- - ditto - - -	88 0	17 0	39	116	
Cardiff Castle - - -	" - -	14 Sept. 1847	- - ditto - - -	76 9	17 0	22	91	
William - - -	" - -	25 Sept. 1848	-- Cardiff Steam Tug Company.	74 9	14 8	26	67	
Prospect - - -	" - -	28 June 1850	- - ditto - - -	67 9	14 9	23	63	
Christian Sinclair - - -	" - -	28 June -	- - ditto - - -	77 0	15 2	24	76	
Queen - - -	" - -	28 June -	- - ditto - - -	77 7	15 3	22	79	
Talieson - - -	" - -	21 Nov. -	-- Cardiff Steam Navigation Company.	114 4	16 5	85	158	
Jenny Jones - - -	" - -	22 April 1851	- - ditto - - -	119 4	17 7	102	161	iron.
Newcastle - - -	Carlisle - -	17 May 1834	-- Carlisle and Liverpool Steam Navigation Company.	145 2 in.	23 10 in.	231	—	
Prince of Wales - - -	" - -	6 Mar. 1852	- - ditto - - -	78 5	16 5	38	86	
Beaufort - - -	Chepstow - -	24 April 1832	J. B. Irvin - - -	70 6 in.	15 5 in.	53	—	
Worcester - - -	" - -	5 Sept. 1839	J. E. Jenkins - - -	68 0	15 0	17	60	
Alexander - - -	Chester - -	12 June 1836	-- Royal Rock Steam Packet Company.	84 6	13 6	40	83	
Vale of Clwyd - - -	" - -	5 June 1838	John Tarleton - - -	101 5 in.	16 0	80	—	
Cymro - - -	" - -	9 Oct. 1848	Thomas Evans - - -	74 9	14 9	36	69	
William Stanley - - -	" - -	25 Jan. 1852	W. Walters - - -	90 1	14 1	42	86	
Scotia - - -	" - -	17 Aug. -	- - Chester and Holyhead Railway Company.	194 0	27 1	262	479	iron.
Conqueror - - -	" - -	3 Nov. -	W. Walters - - -	73 6	14 7	21	66	
Test - - -	" - -	18 Jan. 1853	E. F. French - - -	76 8	15 2	23	73	
Archibald - - -	" - -	7 April -	N. Brodie - - -	74 2	14 8	38	70	
Ocean - - -	" - -	14 May -	- - Chester and Holyhead Railway Company.	154 7	22 6	300	507	
Hercules - - -	" - -	18 May -	- - ditto - - -	147 6 in.	24 10 in.	265	—	
Cobre - - -	" - -	15 Aug. -	W. Walters - - -	98 8	13 6	46	91	iron.
Premier - - -	" - -	28 Mar. 1838	R. J. Brereton - - -	63 4	14 0	12	49	
Economy - - -	" - -	11 May 1853	J. Chapman - - -	62 1	13 8	18	50	
Caledonia - - -	Colchester -	25 July 1851	J. Mann - - -	57 4 in.	14 2 in.	23	—	
Trinden Grange - - -	Cowes - -	18 Nov. 1853	J. Redman - - -	78 2	14 0	22	60	
Douro - - -	Dover - -	22 April 1850	Dover Harbour Trustees -	92 7	16 9	54	119	
Undine - - -	Dartmouth -	22 Jan. 1853	J. Bailey & Co. - - -	89 5	9 4	19	46	iron.
Sydney - - -	Falmouth -	25 Oct. 1848	Richard Taylor - - -	80 7	15 5	14	81	
Venus - - -	Faversham -	29 June 1844	- - Commission of the Faversham Navigation.	54 8	10 4	9	28	
Royal Consort - - -	Fleetwood -	18 Mar. 1850	T. Kemp - - -	177 9	25 2	303	522	iron.
Princess Alice - - -	" - -	5 April -	- - ditto - - -	164 7	23 3	257	434	iron.
Nile - - -	" - -	19 April 1852	F. Kemp and others - - -	106 3	14 7	67	101	
Cambria - - -	" - -	21 May -	- - ditto - - -	136 0	18 4	98	197	iron.
Fenella - - -	" - -	5 Sept. 1853	- - ditto - - -	159 4	19 3	179	262	iron.
Columbine - - -	Gainsborough -	13 Sept. 1843	- - Gainsborough United Steam Packet Company.	113 0	15 0	56	85	
Atlas - - -	" - -	13 Oct. -	William Farley - - -	75 8	17 0	49	99	
Sea Nymph - - -	" - -	13 Nov. 1851	A. Smith & Co. - - -	120 1	16 9	105	166	
Harlequin - - -	" - -	21 Sept. 1853	- - Gainsborough United Steam Packet Company.	116 9	14 9	74	103	
Atalanta - - -	" - -	21 Sept. -	- - ditto - - -	121 0	15 0	72	101	
Clara - - -	Gloucester -	20 May 1846	Henry Southan - - -	85 6	12 5	34	51	
Don - - -	" - -	9 June 1852	H. M. Sheldon - - -	72 2	14 9	20	65	
City of York - - -	Goole - -	6 Sept. 1838	John Leetham - - -	83 5	13 3	65	83	
Fletcher's Dispatch - - -	" - -	6 Nov. 1840	Joseph Fletcher - - -	64 4	14 7	16	60	
Railway - - -	" - -	19 April 1842	James Andus - - -	93 0	16 5	74	109	
Eagle - - -	" - -	6 Mar. 1845	- - Aire & Calder Navigation Company.	92 3	20 2	86	125	
Judith - - -	" - -	27 Nov. 1849	J. Barton - - -	61 3	13 6	11	43	
Jupiter - - -	" - -	17 Sept. -	J. Robson - - -	88 3	16 5	69	121	
Toward Castle - - -	" - -	19 Mar. 1850	T. Fletcher - - -	115 6	17 0	97	163	
Corkscrew - - -	" - -	15 Feb. 1853	John Leetham - - -	108 7	20 3	160	205	iron, screw.

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10ths.	Feet. 10ths.			
St. Kiaran - - -	Goole - - -	23 July 1853	J. Ibbotson - - -	115 10 in.	19 1 in.	129	—	
Rendal - - -	Grimsby - - -	5 Nov. 1847	Thomas Wintringham - - -	72 0	15 9	24	81	
Endeavour - - -	" - - -	6 Oct. 1851	George Farmer - - -	64 0	13 6	21	54	
Ann Scarbrough - - -	" - - -	13 Sept. 1852	G. Turner - - -	52 0	11 6	13	30	
Peep o' Day Boy - - -	" - - -	21 Sept. -	R. Keetley - - -	62 4	13 3	13	41	
Leipzig - - -	" - - -	18 Dec. -	S. Andrews - - -	179 0	26 3	497	675	iron.
Hamburg - - -	" - - -	21 Dec. -	- - ditto - - -	203 0	25 3	533	767	iron.
Dragon - - -	Hartlepool - - -	4 Sept. 1845	Benjamin Huntley - - -	62 7	15 0	19	65	
Powerful - - -	" - - -	10 Dec. -	- - ditto - - -	72 5	15 1	20	71	
Industry - - -	" - - -	12 May 1848	Josh. Parkin - - -	61 1	13 1	10	47	
West Dock - - -	" - - -	24 April 1849	R. W. Jackson - - -	75 7	15 5	22	71	
Voltigeur - - -	" - - -	29 April 1851	Benjamin Huntley - - -	76 0	15 6	27	73	
Flying Dutchman - - -	" - - -	13 Aug. 1852	B. H. Hartley - - -	82 7	15 9	26	84	
Ætna - - -	Hull - - -	15 Feb. 1828	Henry Smith - - -	70 8 in.	18 0	61	—	
Albion - - -	" - - -	7 May -	- - Gainsborough United Steam Packet Company.	72 9 in.	13 10 in.	42	—	
Pelham - - -	" - - -	24 July -	- ditto - - -	77 10 in.	17 10 in.	60	—	
Lord Nelson - - -	" - - -	26 July 1831	Furley & Co. - - -	91 0	19 0	92	—	
Pelham - - -	" - - -	6 June 1838	- - Gainsborough United Steam Packet Company.	97 0	17 1	81	133	
Lindsay - - -	" - - -	15 Aug. 1840	- ditto - - -	89 8	16 6	48	85	
Calder - - -	" - - -	10 May 1841	John Holmes - - -	80 11 in.	17 5 in.	76	—	
Transit - - -	" - - -	6 April 1842	W. B. Brownlow - - -	161 1	20 9	332	498	
London - - -	" - - -	3 Aug. -	- ditto - - -	123 0	18 9	150	249	
Hotspur - - -	" - - -	5 Aug. -	Stephen Gray - - -	59 5	14 2	14	46	
Queen of Scotland - - -	" - - -	25 Aug. 1843	Joseph Gee - - -	161 1	24 2	435	620	
Helen M'Gregor - - -	" - - -	16 Aug. -	- ditto - - -	180 0	25 0	436	601	
Amazon - - -	" - - -	18 Mar. 1844	James Turner - - -	69 2	14 5	18	64	
Gazelle - - -	" - - -	24 July -	W. B. Brownlow - - -	151 7	19 5	269	402	
Rob Roy - - -	" - - -	30 Mar. 1845	Joseph Gee - - -	165 8	22 5	354	537	
Antelope - - -	" - - -	11 Dec. -	W. B. Brownlow - - -	137 1 in.	19 0	162	—	
Shannon - - -	" - - -	17 July 1846	W. Pim - - -	70 0	15 1	9	82	
Lion - - -	" - - -	14 April 1847	W. B. Brownlow - - -	200 6	26 9	627	847	iron.
Prince - - -	" - - -	29 June 1849	- ditto - - -	140 6	23 4	227	330	
Emperor - - -	" - - -	18 Sept. -	J. Gee - - -	241 4	31 3	914	1,320	
Manchester - - -	" - - -	6 Oct. -	- - Manchester, Sheffield and Lincolnshire Railway Company.	164 9	22 4	174	291	
Eliza - - -	" - - -	22 Oct. 1850	H. Gray - - -	67 3	13 2	20	54	
Mary Ann - - -	" - - -	22 Nov. -	G. Kershaw - - -	27 8 in.	12 3 in.	17	—	
Sheffield - - -	" - - -	27 Nov. -	- - Manchester, Sheffield and Lincolnshire Railway Company.	160 8	21 9	149	245	iron.
Swanland - - -	" - - -	21 Jan. 1851	Ringrose & Co. - - -	176 0	24 4	347	479	iron, screw.
Black Eagle - - -	" - - -	15 Mar. -	W. Jeall - - -	76 6	16 5	33	89	iron.
Iris - - -	" - - -	13 June -	W. B. Brownlow - - -	115 0	18 8	97	158	
Fire Queen - - -	" - - -	13 June -	W. Ward - - -	132 4	18 0	81	149	iron, screw.
Fairy - - -	" - - -	15 July -	Wayre & Co. - - -	113 2	17 6	111	165	iron, screw.
Emerald Isle - - -	" - - -	21 Jan. 1852	Joseph Gee - - -	135 8	21 6	270	409	
Duncannon - - -	" - - -	3 Aug. -	W. Pearson - - -	78 5	15 8	34	83	
Sea Gull - - -	" - - -	6 Oct. -	T. Ringrose - - -	171 6	23 3	322	504	iron.
Albatross - - -	" - - -	7 Oct. -	W. B. Brownlow - - -	123 3	18 9	168	250	
Courier - - -	" - - -	26 Mar. 1853	C. H. Wilson - - -	175 8	21 8	245	373	iron.
Rob Roy - - -	" - - -	8 April -	W. Trall - - -	70 6	14 4	15	55	
Scandinavian - - -	" - - -	15 April -	C. H. Wilson - - -	184 4	23 0	253	373	iron, screw.
Tyro - - -	" - - -	4 June -	J. H. Brown - - -	63 7	14 0	17	55	
Jupiter - - -	" - - -	20 June -	W. B. Brownlow - - -	122 0	18 6	128	206	iron, screw.
Eagle - - -	" - - -	20 Aug. -	- ditto - - -	183 0	26 7	423	628	iron, screw.
Lady Seale - - -	" - - -	18 Oct. -	J. Leatham - - -	119 5	20 2	184	263	screw.
William and John - - -	" - - -	1 Nov. -	T. Richardson - - -	71 8	16 5	24	79	
Glen Albyn - - -	" - - -	6 Dec. -	T. Ringrose - - -	145 3	17 8	190	284	
Endeavour - - -	Ipswich - - -	2 June 1848	W. Read - - -	68 5	14 3	17	54	
Cardinal Wolsey - - -	" - - -	26 April 1851	P. Bruff - - -	104 0	11 9	43	57	
Atalanta - - -	" - - -	26 April -	- ditto - - -	91 6	14 4	41	60	
Prince - - -	" - - -	21 June 1852	- ditto - - -	108 0	13 3	48	72	
Pearl - - -	" - - -	11 Nov. -	- ditto - - -	138 5	15 5	80	137	
Orion - - -	" - - -	18 Jan. 1853	- ditto - - -	160 1	20 5	133	226	iron.
Orwell - - -	" - - -	1 July -	A. Cobbold - - -	144 0	21 2	94	190	iron.
River Queen - - -	" - - -	1 July -	- ditto - - -	98 3	13 2	43	67	iron.
Prince Albert - - -	" - - -	9 July -	P. Bruff - - -	154 3	18 5	140	202	iron.
Duchess of Lancaster - - -	Lancaster - - -	13 Sept. 1839	- - Lancaster and Liverpool Steam Navigation Company.	119 9	19 4	134	221	
Helvellyn - - -	" - - -	14 Jan. 1851	Furness Railway Company - - -	131 1	16 5	87	153	
Albion - - -	" - - -	11 June -	W. Whelan - - -	111 8	14 7	86	141	iron.
Plover - - -	" - - -	21 June 1852	- ditto - - -	159 9	16 0	99	141	iron.
Morecambe's Queen - - -	" - - -	10 June 1853	- ditto - - -	125 0	16 1	92	152	iron, screw.
Vulcan - - -	" - - -	17 Aug. -	- ditto - - -	148 8	24 0	236	332	iron.
Yorkshireman - - -	" - - -	27 Dec. -	H. J. Hare - - -	205 9	24 5	351	547	
Manchester - - -	Liverpool - - -	21 Aug. 1826	D. Belhouse - - -	72 5 in.	16 6 in.	43	—	
Kingfisher - - -	" - - -	8 April 1830	Hugh Williams - - -	77 0	16 2	57	—	
Satellite - - -	" - - -	13 Dec. 1831	- - North Wales Steam Packet Company.	74 8	16 0	57	—	
Martha - - -	" - - -	21 Nov. 1834	Philip Lawrence - - -	75 7	17 0	59	—	
George - - -	" - - -	21 Nov. -	- ditto - - -	85 4	16 3	55	—	
Egerton - - -	" - - -	10 Aug. 1835	John Southan - - -	78 6	13 10	37	—	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Cleveland - - -	Liverpool -	6 Aug. 1836	- - Liverpool Steam Ferry Company.	86 4	18 1	43	95	
Cheshire Witch - -	" - -	18 Nov. 1837	- - Royal Rock Ferry Steam Packet Company.	84 5	15 0	43	88	
John Rigby - - -	" - -	27 Dec. -	John Southan - - -	83 0	13 2	36	81	
William Fawcett - -	" - -	19 Feb. 1838	W. Willoughby & Sons -	74 3	15 1	48	90	
Thomas Royden - -	" - -	16 Oct. -	- - Egremont Steam Packet Company.	90 7	15 1	64	108	
President - - -	" - -	3 May 1839	- - Liverpool Steam Tug Company.	109 3	19 4	63	201	
Victoria - - -	" - -	3 May -	- - ditto - - -	111 5	19 7	93	220	
Ormrod - - -	" - -	3 May -	- - ditto - - -	87 6	15 4	58	111	
Ethiopia - - -	" - -	23 July -	Robert Jamieson - - -	95 5	16 9	81	126	
Nemesis - - -	" - -	13 Jan. 1840	John Laird - - -	162 8	28 2	281	439	
Albert - - -	" - -	30 April -	- - Liverpool Steam Tug Company.	111 5	20 2	82	209	
Tower - - -	" - -	30 June -	- - Mersey and Irwell Navigation Company.	81 6	16 1	47	97	
Phlegethon - - -	" - -	14 June -	John Laird - - -	156 2	25 3	180	322	
Rival - - -	" - -	6 July 1841	- - Mersey and Irwell Navigation Company.	81 1	16 2	50	100	
Eclipse - - -	" - -	26 July -	T. M'Tear - - -	104 0	16 9	98	174	
Troubadour - - -	" - -	26 Oct. -	J. E. Redmond - - -	172 6	24 2	409	616	
Mersey - - -	" - -	6 Dec. -	E. Willoughby & Son -	87 5	16 4	74	107	
Blanche - - -	" - -	3 May 1842	- - Trustees of the Duke of Bridgewater.	105 4	17 1	156	204	
Windermere - - -	" - -	24 May -	Elizabeth Winder - - -	97 4	14 2	71	109	
St. David - - -	" - -	24 April 1844	George Evans - - -	119 10 in.	17 4 in.	110	—	
Queen of Beauty - -	" - -	27 Aug. 1845	Lodge, Pritchard & Co. -	120 0	15 7	64	103	
Finn Mac Connell - -	" - -	29 Jan. 1846	Glover & Thorpe - - -	140 6	21 3	259	450	
Covenanter - - -	" - -	20 June -	J. R. Bell - - -	110 4	17 1	71	154	
Birkenhead - - -	" - -	14 Aug. -	E. Willoughby & Son -	100 7	17 1	62	133	
James Atherton - -	" - -	5 Oct. -	Lodge, Pritchard & Co. -	116 0	16 3	67	108	
Maid of Ilay - - -	" - -	2 Nov. -	W. C. Townley - - -	94 2 in.	18 5 in.	87	—	
New Grenada - - -	" - -	4 Jan. 1847	- - Pacific Steam Navigation Company.	177 4	24 6	429	649	
Express - - -	" - -	12 Feb. -	- - Liverpool Steam Tug Company.	106 5	19 8	100	178	
Liver - - -	" - -	12 Feb. -	- - ditto - - -	104 8	19 1	90	197	
Britannia - - -	" - -	28 July -	E. Willoughby & Son -	111 6	17 0	81	124	
Colchester - - -	" - -	26 Oct. 1848	E. Forster and others -	91 2	16 9	35	119	
Prince of Wales - -	" - -	4 Jan. 1849	J. H. Humphrey - - -	99 0	13 8	55	84	iron.
Queen - - -	" - -	4 Jan. -	- - ditto - - -	99 0	13 8	52	78	iron.
Snowdon - - -	" - -	7 Jan. -	T. Gibbs - - -	106 4	16 5	94	160	
Powerful - - -	" - -	14 Mar. -	G. Forster - - -	102 5	19 1	32	143	
Queen - - -	" - -	30 May -	J. Nicholson - - -	106 5	20 2	91	181	
Egremont - - -	" - -	8 June -	J. Prestopine - - -	87 7	17 4	69	130	iron.
Sylph - - -	" - -	17 Aug. -	J. Crippin - - -	112 8	16 8	70	127	iron.
Bolivia - - -	" - -	12 Oct. -	- - Pacific Steam Navigation Company.	197 5	26 0	509	773	iron.
Wallasey - - -	" - -	29 Jan. 1850	W. R. Coulborn - - -	109 8	16 6	49	110	
Fairy - - -	" - -	29 Jan. -	- - ditto - - -	118 0	16 0	75	112	iron.
Duke of Sussex - -	" - -	6 April -	W. Forster - - -	82 0	15 8	31	91	
Queen - - -	" - -	27 May -	W. J. Rudd - - -	109 4	21 2	126	174	iron.
Wirrall - - -	" - -	27 May -	- - ditto - - -	109 1	20 9	111	192	iron.
Star - - -	" - -	4 June -	- - Royal Rock Ferry Steam Packet Company.	90 3	15 4	54	92	iron.
Independence - - -	" - -	21 June -	H. N. Abbinett - - -	124 2	22 9	110	254	iron.
Prince Albert - - -	" - -	27 June -	J. Mackay - - -	78 0	15 4	24	75	
Royal Tar - - -	" - -	2 July -	J. Crippin - - -	125 7	16 6	72	142	iron.
Victory - - -	" - -	2 Sept. -	W. Ford - - -	95 5	16 7	41	101	
Hercules - - -	" - -	27 Nov. -	W. Downham - - -	94 2	16 5	37	136	
City of Glasgow - -	" - -	6 Dec. -	Tod & M'Gregor - - -	227 5	32 7	1,087	1,609	iron, screw.
Arno - - -	" - -	6 Jan. 1851	J. J. Bibby - - -	190 0	26 4	463	669	iron, screw.
Zephyr - - -	" - -	5 Feb. -	S. Harden - - -	113 5	17 3½	104	176	
Mary Agnes - - -	" - -	7 Feb. -	- - Lancashire and Yorkshire Railway Company.	84 2	15 4	27	64	
Tartar - - -	" - -	19 Feb. -	- - Liverpool Steam Tug Company.	113 9	20 2	113	245	
Edward - - -	" - -	8 May -	G. S. Sanderson - - -	80 0	11 5	24	48	iron.
Hero - - -	" - -	26 June -	E. & W. Forster - - -	94 5	14 6	43	91	
Menai - - -	" - -	14 July -	Hugh Price & Co. - - -	165 4	19 9	141	259	iron.
City of Manchester -	" - -	24 July -	J. Richardson & Co. -	261 8	36 2	1,310	2,110	iron, screw.
Frankfort - - -	" - -	5 Aug. -	F. Chapple - - -	190 0	26 6	414	658	iron, screw.
Vernon - - -	" - -	12 Aug. -	E. & S. Willoughby -	121 8	16 2	88	122	iron.
Fanny - - -	" - -	12 Aug. -	- - ditto - - -	110 0	16 6	73	105	iron.
Cato - - -	" - -	12 Aug. -	- - ditto - - -	109 7	17 9	86	121	iron.
Phoebe - - -	" - -	11 Sept. -	Preston & Co. - - -	172 8	25 5	397	580	iron, screw.
Santiago - - -	" - -	24 Sept. -	- - Pacific Steam Navigation Company.	246 3	28 2	550	961	iron.
Nymph - - -	" - -	27 Oct. -	J. Crippin - - -	100 5	17 4	53	105	iron.
Lima - - -	" - -	18 Nov. -	- - Pacific Steam Navigation Company.	249 5	29 2	661	1,122	iron.
Tiber - - -	" - -	1 Dec. -	G. C. Schwabe and others -	231 5	28 3	627	980	iron, screw.
Countess of Lonsdale -	" - -	1 Jan. 1852	R. M'Kean & Co. - - -	121 7	18 3	106	211	
Modern Athens - - -	" - -	30 Jan. -	J. Bremmer - - -	118 5	18 1	76	201	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet.</i> <i>10<sup>ths</sup>.</i>	<i>Feet.</i> <i>10<sup>ths</sup>.</i>			
Bogota - - -	Liverpool -	13 April 1852	-- Pacific Steam Navigation Company.	251 1	29 2	659	1,120	iron.
Tamanlipis - - -	" - -	19 June -	J. Burt - - -	163 2	23 7	321	485	iron, screw.
Cleopatra - - -	" - -	31 July -	R. M'Kean - - -	219 0	31 1	893	1,452	iron, screw.
Persian - - -	" - -	10 Aug. -	W. S. Dixon - - -	239 0	29 5	600	1,028	iron, screw.
Sarah Sands - - -	" - -	17 Sept. -	C. Oddie & Co. - - -	207 6	30 5	931	1,300	iron, screw.
Osmanli - - -	" - -	10 Nov. -	F. Chapple - - -	180 0	23 7	403	563	iron, screw.
Calpe - - -	" - -	1 Jan. 1853	G. Southern & Co. - - -	201 2	27 3	471	799	iron, screw.
Iron Prince - - -	" - -	10 Feb. -	J. Grantham - - -	119 8	17 4	135	181	iron, screw.
Promise - - -	" - -	28 Feb. -	T. Redhead - - -	78 0	15 1	20	65	iron.
Antelope - - -	" - -	28 Feb. -	E. Thompson - - -	228 2	25 3	778	1,007	iron, screw.
Mail - - -	" - -	19 Mar. -	G. King - - -	150 3	20 5	195	283	iron, screw.
Manchester - - -	" - -	7 April -	R. Gardner - - -	139 8	19 6	157	271	
Britannia - - -	" - -	15 April -	T. Prestopino - - -	90 4	14 3	52	105	
Rattler - - -	" - -	16 April -	F. Chapple - - -	166 0	21 5	314	427	iron, screw.
Dumbarton Youth - - -	" - -	4 May -	G. Holt - - -	122 6	20 8	184	236	iron, screw.
Ayrshire Lassie - - -	" - -	5 May -	W. Downham - - -	123 8	18 1	77	169	
Astrologer - - -	" - -	16 May -	W. S. Dixon - - -	186 0	24 0	306	476	iron, screw.
Ramsgate Packet - - -	" - -	18 May -	T. Prestopino - - -	94 5	14 9	58	109	
Enterprise - - -	" - -	23 May -	T. H. Holderness - - -	120 0	19 0	131	230	
Arabian - - -	" - -	25 May -	W. S. Dixon - - -	206 6	25 1	395	655	iron, screw.
Amelia - - -	" - -	30 May -	G. Cram - - -	145 6	21 2	212	300	iron, screw.
San Carlo - - -	" - -	8 June -	T. Vernon - - -	143 3	18 2	135	195	iron, screw.
Samson - - -	" - -	11 June -	J. Tyrer - - -	114 7	21 0	72	185	
Defiance - - -	" - -	11 June -	- ditto - - -	112 3	20 3	76	219	iron.
Dreadnought - - -	" - -	11 June -	- ditto - - -	113 6	20 3	98	222	
Tiger - - -	" - -	11 June -	- ditto - - -	91 6	16 0	54	108	iron.
La Perla - - -	" - -	13 June -	-- Pacific Steam Navigation Company.	106 0	17 4	84	130	iron.
John Bull - - -	" - -	18 June -	J. Watkins - - -	93 5	16 9	45	103	
Glow-worm - - -	" - -	18 June -	A. De Ferrieres - - -	61 0	8 6	11	20	iron.
Argentine - - -	" - -	22 June -	-- South American General Steam Navigation Company.	185 4	20 4	213	325	iron.
Uncle Sam - - -	" - -	27 June -	J. Watkins - - -	101 6	18 2	62	135	
Lucifer - - -	" - -	12 July -	G. S. Sanderson - - -	68 3	12 3	27	53	iron, screw.
Rattlesnake - - -	" - -	18 July -	G. Booker - - -	101 0	15 5	61	99	iron.
Washington - - -	" - -	23 July -	A. Bremmer - - -	120 3	20 0	86	194	iron.
Brazileira - - -	" - -	26 July -	-- South American Steam Navigation Company.	231 0	29 3	758	1,080	iron, screw.
Constitution - - -	" - -	24 Aug. -	P. Maddox - - -	132 9	22 3	49	262	iron.
Earl of Lonsdale - - -	" - -	26 Aug. -	G. S. Grenfell - - -	125 4 in.	20 1 in.	159	—	
Douro - - -	" - -	10 Sept. -	J. Bibby - - -	155 7	22 2	185	278	iron, screw.
Invincible - - -	" - -	13 Sept. -	J. Rigby - - -	105 0	16 6	66	111	iron.
Olinda - - -	" - -	20 Sept. -	J. Kenworthy - - -	230 4	29 4	485	1,138	iron, screw.
Henry Southan - - -	" - -	30 Sept. -	J. Haddock - - -	103 6	17 5	78	117	iron, screw.
Danube - - -	" - -	13 Oct. -	J. Bibby - - -	219 2	28 4	499	829	iron, screw.
Orontes - - -	" - -	22 Oct. -	F. Chapple - - -	188 5	26 8	538	748	iron, screw.
Woodside - - -	" - -	10 Nov. -	W. T. Rudd - - -	108 2	19 7	79	115	iron.
Lusitania - - -	" - -	14 Nov. -	-- South American Steam Navigation Company.	230 0	28 9	673	1,104	iron, screw.
Valdivia - - -	" - -	23 Nov. -	-- Pacific Steam Navigation Company.	201 0	27 9	555	783	iron, screw.
Rhone - - -	" - -	25 Nov. -	J. Bibby - - -	220 0	28 5	501	836	iron, screw.
Robert Burns - - -	" - -	29 Nov. -	J. Watkins - - -	84 6	15 8	41	95	
Collaroy - - -	" - -	23 Dec. -	J. Laird - - -	158 6	22 2	202	330	iron.
Harriet - - -	Llanelly -	26 June 1841	R. J. Nevill - - -	89 0	14 8	26	91	
Atlas - - -	" - -	13 July 1850	- ditto - - -	74 0	16 5	6	78	iron.
Samson - - -	" - -	27 Jan. 1852	C. A. Nevill - - -	93 0	17 3	30	113	
Postboy - - -	Lowestoft -	29 Sept. 1852	W. B. Roe - - -	69 7	11 9	17	35	
Royal Victoria - - -	" - -	15 Aug. 1853	W. S. Andrews - - -	187 0	22 8	438	615	
City of Norwich - - -	" - -	25 Aug. -	- ditto - - -	183 1	26 2	472	682	iron.
Cumberland - - -	" - -	29 Aug. -	- ditto - - -	197 0	24 2	347	518	iron.
Arab - - -	" - -	26 Sept. -	- ditto - - -	130 6	22 5	131	303	
Tonning - - -	" - -	8 Oct. -	- ditto - - -	222 4	27 6	735	987	iron.
Lioners - - -	Lynn -	15 Feb. 1842	M. D. Thornham - - -	58 7	13 7	13	44	
Dolphin - - -	" - -	1 April 1847	W. Shipp - - -	61 1	13 7	13	44	
Bonnie Dundee - - -	Maryport -	12 Mar. 1853	-- Maryport Steam Shipping Company.	163 2	17 8	199	288	
Norfolk Hero - - -	" - -	1 Dec. 1853	T. Brown - - -	73 3	14 9	19	65	
Rambler - - -	" - -	1 Dec. -	- ditto - - -	69 9	14 0	15	54	
Cambria - - -	Milford -	27 Dec. 1849	W. Robertson - - -	71 0	15 8 in.	48	—	
Ann and Jane - - -	Newcastle -	17 Jan. 1825	J. Johnson - - -	67 6	16 1	27	—	
Majestic - - -	" - -	3 May 1826	J. Miller - - -	56 2	14 8	21	—	
Friendship - - -	" - -	14 Jan. 1829	A. Murray - - -	57 6 in.	15 5	20	—	
Elizabeth - - -	" - -	17 June 1831	J. Renwick - - -	57 6 in.	12 8 in.	21	—	
Gemariah - - -	" - -	12 Mar. 1834	H. Nairn - - -	58 10 in.	14 7 in.	28	—	
Ocean - - -	" - -	3 July -	W. Innis - - -	57 10 in.	12 4 in.	18	—	
Endeavour - - -	" - -	22 Mar. 1838	J. Blakey - - -	61 6	13 5	18	48	
Ovington - - -	" - -	29 May -	W. Burnett - - -	61 8	12 9	17	45	
John and William - - -	" - -	8 Sept. -	J. Cooper - - -	70 8	14 5	23	64	
Joseph and Elizabeth - - -	" - -	13 Sept. -	J. Richardson - - -	61 0	14 0	13	47	
Blossom - - -	" - -	18 Sept. -	T. Dawson - - -	57 0	11 8	8	33	
E. L. - - -	" - -	23 Oct. -	Ralph Wilson - - -	44 6 in.	11 0	11	—	
Margaret - - -	" - -	16 April 1839	George Brown - - -	67 1	14 7	15	59	
Netherton - - -	" - -	21 Feb. 1842	Margaret Burn - - -	60 5	13 8	13	45	
Prince Albert - - -	" - -	20 June -	T. Ellis - - -	66 2	13 4	15	52	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>1/2</sup> in.	Feet. 10 <sup>1/2</sup> in.			
Catherine - - -	Newcastle -	9 Sept. 1842	J. Crosthwaite - - -	71 6	11 7	17	34	
Comet - - -	" - - -	27 April 1843	E. Hall Campbell, junr. - - -	90 8	13 7	33	62	
Laurel - - -	" - - -	5 May - - -	M. Harrison - - -	70 0	11 7	19	38	
Martello - - -	" - - -	16 May - - -	E. H. Campbell - - -	71 0	12 2	20	42	
William and Mary - - -	" - - -	24 June - - -	W. Tase - - -	73 7	15 6	25	76	
Ellen Browne - - -	" - - -	8 July - - -	T. Browne - - -	68 0	15 0	22	72	
Queen of the Tyne - - -	" - - -	24 Nov. - - -	J. Wood - - -	71 8	12 0	20	40	
Messenger - - -	" - - -	17 Jan. 1844	J. Dove - - -	70 0	14 6	19	63	
Samson - - -	" - - -	3 May - - -	J. Clark - - -	67 1	14 4	16	56	
Liberty - - -	" - - -	10 June - - -	T. Vardy - - -	53 5	12 8	9	35	
Don - - -	" - - -	29 Mar. 1845	J. Wilson - - -	59 5	12 7	13	37	
Admiral - - -	" - - -	10 May - - -	A. Strong - - -	73 3	16 0	23	76	
Pursuit - - -	" - - -	22 May - - -	- ditto - - -	62 1	14 0	12	46	
Majestic - - -	" - - -	25 June - - -	R. Miller - - -	47 11 in.	11 7 in.	14	—	
Mary - - -	" - - -	27 Sept. - - -	W. Brown - - -	52 2	12 4	11	32	
Joseph and William - - -	" - - -	29 Sept. - - -	J. Watson - - -	63 7	12 7	14	44	
Olive - - -	" - - -	9 Oct. - - -	A. Fraser - - -	70 0	13 3	20	51	
Princess - - -	" - - -	6 Mar. 1846	J. Moore - - -	71 2	11 6	20	41	
Falcon - - -	" - - -	18 April - - -	T. Meadows - - -	66 6	13 2	13	46	
Alice - - -	" - - -	11 June - - -	R. Mitchell - - -	71 5	14 0	20	61	
Wilberforce - - -	" - - -	19 June - - -	J. Richardson - - -	72 9	15 0	23	67	
Mary and Jane - - -	" - - -	16 July - - -	J. Charlton - - -	68 1	13 6	18	51	
Good Intent - - -	" - - -	22 Aug. - - -	W. Rippon - - -	64 3	13 8	17	55	
Syren - - -	" - - -	24 Aug. - - -	J. Dial - - -	57 9	13 5	14	41	
Hero - - -	" - - -	31 Aug. - - -	R. Owens - - -	74 5	15 3	20	69	
Hotspur - - -	" - - -	15 Oct. - - -	W. Minto - - -	61 5	13 3	13	42	
Caledonia - - -	" - - -	22 Dec. - - -	S. Bengall - - -	72 9	14 8	19	61	
Newcastle - - -	" - - -	29 Mar. 1847	W. Turner - - -	73 8	12 7	20	42	
Onyx - - -	" - - -	22 April - - -	W. Chambers - - -	65 7	13 1	18	51	
Ranger - - -	" - - -	26 April - - -	A. Strong - - -	83 4	17 2	20	92	
Dart - - -	" - - -	24 May - - -	G. Johnson - - -	48 6	10 3	14	34	
Mary Agnes - - -	" - - -	2 July - - -	A. Gray - - -	85 4	15 1	42	82	
Clyde - - -	" - - -	7 Aug. - - -	E. Flinn - - -	67 0	13 5	20	52	
Burden - - -	" - - -	16 Aug. - - -	T. Marshall - - -	39 9	10 5	2	17	
Sampson - - -	" - - -	7 Sept. - - -	A. Strong and others - - -	68 9	14 2	19	58	
Neptune - - -	" - - -	8 Sept. - - -	A. Armstrong and others - - -	57 0	12 8	14	40	
Tarset - - -	" - - -	8 Sept. - - -	James Moore - - -	54 6	13 2	8	31	
Margaret - - -	" - - -	14 Oct. - - -	J. Hedley and others - - -	55 7	12 8	13	37	
Harmony - - -	" - - -	16 Oct. - - -	W. Hall - - -	66 1	13 2	14	47	
Jubilee - - -	" - - -	29 Oct. - - -	B. Pearson - - -	66 4	13 6	13	48	
Undaunted - - -	" - - -	8 Dec. - - -	R. Dawson - - -	63 2	12 3	18	48	
Star - - -	" - - -	21 Dec. - - -	M. Stoker and others - - -	65 0	13 2	15	49	
Tiger - - -	" - - -	3 Jan. 1848	G. Redhead and others - - -	59 0	13 1	13	42	
War Eagle - - -	" - - -	14 Jan. - - -	J. V. Almond - - -	71 7	14 5	16	59	
Gleaner - - -	" - - -	17 Jan. - - -	W. Dalgleish and others - - -	74 8	12 6	21	46	
Ayrshire - - -	" - - -	17 Jan. - - -	E. Flinn - - -	66 6	13 1	15	49	
Wonder - - -	" - - -	22 July - - -	J. Foster - - -	73 0	14 5	24	65	
Elswick - - -	" - - -	7 Aug. - - -	J. Newton and others - - -	69 0	14 0	14	55	
Alligator - - -	" - - -	29 Aug. - - -	W. Smith and others - - -	119 0	19 6	98	220	
Express - - -	" - - -	2 Dec. - - -	T. Nelson - - -	70 0	12 3	16	38	
Olive - - -	" - - -	7 Dec. - - -	W. Nelson - - -	73 7	12 8	21	50	
Chevy Chase - - -	" - - -	6 Feb. 1849	J. Ormston - - -	156 1	22 8	285	366	iron.
Jabez Bunting - - -	" - - -	7 Mar. - - -	J. Brookbank - - -	71 3	14 3	19	60	
Talbot - - -	" - - -	13 June - - -	R. Wright - - -	50 3 in.	13 0	17	—	
Sceptre - - -	" - - -	1 Sept. - - -	T. Errington - - -	63 3	13 6	16	53	
Earl Percy - - -	" - - -	11 Sept. - - -	J. Ormston - - -	163 0	23 3	305	394	iron.
Neptune - - -	" - - -	2 Feb. 1850	H. Metcalfe - - -	128 6	18 2	174	278	
Vesper - - -	" - - -	7 Sept. - - -	J. Hopper - - -	59 5	11 8	14	32	
Earl Douglas - - -	" - - -	19 Oct. - - -	J. Ormston - - -	140 6	20 5	194	272	iron, screw.
Forester - - -	" - - -	20 Nov. - - -	R. Redhead - - -	73 2	11 9	20	42	
Imperial - - -	" - - -	26 June 1851	T. Tweddle - - -	72 6	14 5	21	65	
Erin - - -	" - - -	1 Nov. - - -	R. Thorman - - -	74 5	13 4	21	52	
Favourite - - -	" - - -	19 Dec. - - -	R. Shield - - -	52 2	11 0	10	27	
Wards - - -	" - - -	10 April 1852	R. Redhead - - -	69 7	13 3	18	50	
Queen of Sheba - - -	" - - -	1 June - - -	N. Strong - - -	77 3	14 4	23	70	
Tyne - - -	" - - -	10 Aug. - - -	T. Bailey - - -	156 0	20 5	165	264	
Industry - - -	" - - -	18 Aug. - - -	G. Reed - - -	71 7	13 3	17	49	
Twilight - - -	" - - -	23 Oct. - - -	E. Hutchinson - - -	72 5	12 2	20	44	
George and Jane - - -	" - - -	26 Oct. - - -	R. Scrope - - -	60 7	10 6	14	31	
Little Western - - -	" - - -	18 Feb. 1853	B. Bootiman - - -	75 4	10 4	20	36	
Merry Andrew - - -	" - - -	19 Feb. - - -	J. Bastard - - -	109 6	18 6	65	156	
Ocean Bride - - -	" - - -	26 April - - -	J. Forster - - -	68 2	13 2	21	48	
Robert and Jane - - -	" - - -	20 May - - -	J. Lakey - - -	65 6	11 3	13	31	
Margaret Ansley - - -	" - - -	30 June - - -	W. Nelson - - -	71 6	14 0	19	55	
Robert Bruce - - -	" - - -	20 July - - -	C. Carr - - -	71 3	13 6	19	51	
William Cargill - - -	" - - -	21 July - - -	T. Jameson - - -	65 5	12 0	17	40	
Chanticleer - - -	" - - -	18 Aug. - - -	J. Ormston - - -	181 2	25 2	386	554	iron, screw.
John Bowes - - -	" - - -	1 Oct. - - -	C. M. Palmer - - -	148 9	25 7	375	485	iron, screw.
Jokka - - -	" - - -	22 Oct. - - -	J. Wilkin - - -	66 8	12 3	29	47	screw.
Wanderer - - -	" - - -	5 Nov. - - -	J. Hopper - - -	70 5	11 6	15	36	
Phoenix - - -	" - - -	26 Nov. - - -	C. U. Laws - - -	143 0	24 3	244	401	iron.
Anne - - -	" - - -	10 Dec. - - -	J. Dobson - - -	63 0	11 5	15	34	
William - - -	" - - -	24 Dec. - - -	W. Charlton - - -	72 0	11 4	19	40	
Eclipse - - -	Newport -	17 Nov. 1835	S. Harttrick - - -	51 11 in.	17 6 in.	31	—	
Eclipse - - -	" - - -	31 Jan. 1849	W. C. Renton - - -	88 0	15 6	52	103	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Phoenix - - -	Newport - -	21 Jan. 1851	C. Hall - - -	83 9	15 7	36	92	
Brunswick - -	Plymouth - -	4 April 1839	-- Plymouth and Portsmouth Steam-Packet Company.	149 5	18 5	172	277	
Alert - - -	" - -	4 June 1840	J. Bordhay - - -	46 3	10 1	16	25	
Queen - - -	" - -	14 Mar. 1846	G. Harvey - - -	68 5	13 5	29	52	
Sir Francis Drake - -	" - -	24 Feb. 1848	W. Langdon - - -	124 0	16 8	94	171	
Alert - - -	" - -	5 April 1852	E. L. Elliott - - -	90 0	11 2	24	43	
Lord Yarborough - -	" - -	29 May -	J. R. Vivian - - -	86 2	12 3	36	79	
Purbeck - - -	Poole - -	6 Aug. 1850	W. J. Pike - - -	72 0	13 0	22	48	iron.
Earl Spencer - -	Portsmouth -	17 Feb. 1846	-- Portsmouth and Ryde Steam Packet Company.	85 9	12 0	43	69	
Her Majesty - -	" - -	8 Dec. 1851	- - ditto - - -	129 1	14 0	66	92	iron.
Princess Royal - -	" - -	8 Dec. -	- - ditto - - -	107 6	13 2	57	87	
Prince of Wales - -	" - -	8 Dec. -	- - ditto - - -	107 6	13 2	57	87	
Prince Albert - -	" - -	8 Dec. -	- - ditto - - -	96 0	12 4	46	67	
Union - - -	" - -	8 Dec. -	- - ditto - - -	87 3	11 0	31	54	
Ranger - - -	" - -	21 April 1853	W. Ray - - -	72 5	14 8	22	44	
Cupid - - -	Preston - -	13 Jan. 1840	-- Preston and Wyre Railway Company.	55 5	10 0	19	35	
Tobermory - - -	" - -	6 Nov. -	-- Commissioners of the Town of Birkenhead.	80 2	11 8	47	80	
Prince of Wales - -	" - -	20 Mar. 1843	T. H. Higgins - - -	159 6	24 6	313	500	
Experiment - - -	" - -	26 May -	W. Bond - - -	60 0	10 9	19	34	
James Dennistown - -	" - -	19 June 1847	-- Preston and Wyre Railway Company.	104 8	14 6	76	126	
Lily - - -	" - -	7 June 1852	W. Bond - - -	82 6	13 2	50	76	iron.
Gem - - -	" - -	22 June -	E. Pedder - - -	152 4	18 0	117	179	
Alice - - -	" - -	19 Nov. -	W. Humber - - -	56 0	13 0	10	34	
Preston - - -	" - -	11 Oct. 1853	W. Thralfall - - -	156 8	21 3	262	339	iron, screw.
Stour - - -	Ramsgate - -	6 July 1848	Corporation of Sandwich	57 8	12 5	10	32	
Lee - - -	Rochester -	7 May 1840	W. Lee - - -	89 4	16 8	46	71	
Prince Alfred - -	" - -	15 July 1846	W. Giles & Co. - -	70 4	10 6	20	30	
City of Rochester - -	" - -	2 May 1849	- - ditto - - -	123 0	14 0	62	90	
Princess Royal - -	" - -	1 Feb. 1851	- - ditto - - -	106 0	13 5	46	69	
Queen of the Isles - -	" - -	28 April 1852	- - ditto - - -	108 1	12 3	42	62	
Die Schone Mainzer -	Runcorn - -	21 Aug. 1847	E. Taylor - - -	163 4	13 1	109	143	
Brilliant - - -	St. Ives - -	20 Mar. 1845	-- Brilliant Steam Packet Company.	137 1	18 7	142	243	
Express - - -	" - -	3 April 1848	-- Bristol and Hayle Steam Packet Company.	141 0	21 5	130	234	
Cornwall - - -	" - -	3 April -	- - ditto - - -	151 1	20 9	229	363	
Queen - - -	" - -	27 July 1852	- - ditto - - -	158 6	21 2½	225	342	iron.
Ranger - - -	Shields - -	17 May 1848	M. Cook - - -	78 5	16 2	20	82	
Harvest Home - -	" - -	18 May -	A. Strong - - -	65 3	13 7	13	49	
James Watt - - -	" - -	31 May -	J. Young - - -	81 8	16 0	25	82	
Shannon - - -	" - -	18 July -	B. Pearson - - -	67 5	14 0	17	52	
Waterton - - -	" - -	28 July -	W. Gibson - - -	66 3	13 4	16	51	
Lass o'Gowrie - -	" - -	14 Oct. -	George Lamb - - -	67 8	12 2	16	48	
Champion - - -	" - -	9 Nov. -	R. Sadler - - -	60 7	13 8	13	45	
Helen M'Gregor - -	" - -	9 Dec. -	J. Cowperthwaite - -	66 6	13 0	13	47	
Morleys - - -	" - -	10 Jan. 1849	R. Galileo - - -	59 8	12 2	19	45	
Trump - - -	" - -	10 Jan. -	J. Brown - - -	70 0	14 9	16	61	
Powerful - - -	" - -	13 Mar. -	J. Best - - -	73 7	15 6	17	67	
Cupid - - -	" - -	4 April -	T. Robson - - -	73 4	13 5	24	43	
Queen Victoria - -	" - -	23 May -	W. Thorp - - -	65 2	14 0	15	51	
Brilliant - - -	" - -	25 July -	A. Strong - - -	62 2	12 3	14	37	
Rapid - - -	" - -	20 Aug. -	P. Fenton - - -	69 2	15 1	20	66	
Pomona - - -	" - -	31 Aug. -	A. Sweney - - -	63 3	13 2	13	35	
British Hero - - -	" - -	27 Oct. -	A. Strong - - -	80 7	16 0	23	79	
Britannia - - -	" - -	10 Dec. -	G. Redhead - - -	71 4	14 8	18	62	
Chieftain - - -	" - -	9 Feb. 1850	J. Hall - - -	69 5	13 5	22	53	
Freedom - - -	" - -	24 June -	G. Strong - - -	69 5	15 0	20	65	
Beeswing - - -	" - -	27 July -	S. Bell - - -	70 6	11 3	15	34	
Prince Albert - -	" - -	16 Sept. -	T. Dawson - - -	66 2	13 4	15	52	
Lioness - - -	" - -	25 Oct. -	J. Smith - - -	71 0	15 7	20	74	
Conquest - - -	" - -	25 Oct. -	- - ditto - - -	72 8	14 6	18	62	
Tyne - - -	" - -	21 Dec. -	John Tinley - - -	71 7	20 4	37	106	
Durham - - -	" - -	21 Dec. -	- - ditto - - -	67 4	15 8	21	81	
Northumberland - -	" - -	21 Dec. -	- - ditto - - -	65 9	16 6	18	74	
Blyth - - -	" - -	15 Jan. 1851	M. W. J. Sidney - -	71 0	14 8	23	62	
Rising Sun - - -	" - -	21 Jan. -	J. Carsan - - -	66 3	14 3	15	58	
Dart - - -	" - -	17 Mar. -	D. Renwick - - -	69 6	12 7	19	44	
Bannockburn - - -	" - -	19 April -	T. Brewis - - -	67 0	14 3	14	56	
Ann and Jane - - -	" - -	30 May -	W. Milburn - - -	60 2	13 2	11	36	
James and Emma - -	" - -	2 June -	Sarah Legg - - -	49 6	10 3	9	22	
Crescent - - -	" - -	11 June -	W. Wright - - -	80 9	16 6	28	90	
Content - - -	" - -	12 June -	A. Porteus - - -	64 2	14 4	16	54	
Secret - - -	" - -	21 June -	A. Law - - -	67 3	13 0	16	43	
Restless - - -	" - -	15 July -	J. Landells - - -	74 7	15 4	25	74	
Victory - - -	" - -	16 Oct. -	J. P. Letts - - -	78 3	15 8	23	77	
Grace Darling - -	" - -	3 Oct. -	J. Rutter - - -	61 6	10 9	11	28	
Conqueror - - -	" - -	29 Aug. -	W. Hall - - -	75 0	14 5	25	69	
Tam O'Shanter - -	" - -	13 Dec. -	R. Chisholm - - -	74 8	14 6	19	66	
Blessing - - -	" - -	20 Dec. -	J. Cowperthwaite - -	59 9	13 7	12	47	
Pilot - - -	" - -	24 Jan. 1852	F. Sill - - -	53 4	13 3	14	40	

## NUMBER AND NAMES OF REGISTERED STEAM VESSELS

Return of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Britannia - - -	Shields - -	24 Feb. 1832	E. Pearson - - -	74 7	15 1	26	71	
Corsair - - -	" - -	1 Mar. -	J. White - - -	76 6	15 0	35	81	
Albion - - -	" - -	1 Mar. -	W. Mattison - -	69 8	14 6	18	59	
Vigilant - - -	" - -	1 Mar. -	Marquis Titchfield -	78 0	16 2	33	90	
Henry Wright -	" - -	17 April -	G. Wright - - -	93 8	18 0	42	112	
Britannia - - -	" - -	20 April -	R. Pow - - -	97 8	17 5	42	128	
Pilot - - -	" - -	27 April -	South Shields Pilot Society -	84 3	16 8	32	95	
Northumberland	" - -	30 April -	G. Wascoe - - -	77 0	16 7	40	96	
Shields - - -	" - -	18 May -	J. Young - - -	83 2	16 8	25	84	
Swan - - -	" - -	20 May -	J. Swan - - -	115 9	19 0	24	178	
Brothers - - -	" - -	22 May -	- ditto - - -	85 8	16 4	34	94	
Paragon - - -	" - -	18 Aug. -	J. Robson - - -	75 4	15 0	20	70	
Robert and Ann -	" - -	19 Aug. -	J. Oxley - - -	66 2	14 3	18	58	
William and Charles -	" - -	25 Aug. -	M. Cook - - -	80 4	16 0	26	84	
Welcome - - -	" - -	1 Sept. -	J. B. Scott - - -	67 2	14 4	14	55	
Marshall - - -	" - -	7 Oct. -	T. Robson - - -	66 3	12 9	18	44	
Robert Bruce - -	" - -	14 Oct. -	R. Seaton - - -	89 3	17 4	19	102	
Advance - - -	" - -	12 Nov. -	J. Jennings - -	61 0	14 1	15	48	
Mallard - - -	" - -	6 Dec. -	W. Longridge and others -	65 8	14 3	19	56	
Avenger - - -	" - -	15 Jan. 1853	A. N. Coe - - -	75 9	14 9	22	88	
Captain Washington -	" - -	12 Feb. -	J. Hutchinson - -	79 7	16 0	27	80	
Premier - - -	" - -	16 Feb. -	J. Liddell - - -	64 2	14 1	15	50	
Honor - - -	" - -	10 May -	J. Tweedy - - -	66 8	12 9	17	43	
William Wallace -	" - -	10 May -	Mary Strong - - -	73 0	15 4	17	62	
Engineer - - -	" - -	16 May -	Thomas Hunter - -	69 5	13 4	21	54	
Alert - - -	" - -	3 June -	T. Stoker - - -	72 1	15 2	18	66	
John Hutton - -	" - -	22 June -	Anthony Strong - -	67 5	13 2	15	42	
Eather - - -	" - -	1 July -	J. W. Robson - -	55 5 in.	13 5 in.	22	—	
Hercules - - -	" - -	8 July -	J. Hall - - -	71 0	14 9	17	52	
John Lee - - -	" - -	16 July -	W. Miller - - -	60 0	12 9	10	35	
Test - - -	" - -	10 Aug. -	A. R. Grant - - -	79 5	15 5	31	82	
Economy - - -	" - -	7 Sept. -	W. Minto - - -	65 0	13 8	17	51	
British Dominion -	" - -	3 Oct. -	D. Taws - - -	69 0	14 9	18	58	
Sir Isaac Newton -	" - -	18 Oct. -	J. P. Rennoldson -	80 0	15 0	29	78	
Active - - -	" - -	26 Oct. -	G. Brown - - -	63 3	13 6	13	48	
Water Witch - -	" - -	23 Nov. -	G. Heads - - -	65 8	13 9	12	50	
St. Clare - - -	" - -	30 Nov. -	R. Reay - - -	67 2	12 8	16	40	
Margaret and Mary -	" - -	14 Dec. -	T. Heaton - - -	57 8	14 1	14	43	
Chesapeake - -	" - -	16 Dec. -	B. Pearson - - -	72 0	14 0	19	57	
Ruby - - -	Southampton	11 Nov. 1841	W. A. Fitzhugh - -	114 9	16 4	63	111	
Duke of Buccleugh -	" - -	10 Jan. 1842	- ditto - - -	74 3	11 6	32	54	
Earl of Malmesbury -	" - -	10 Jan. -	- ditto - - -	85 3	15 6	49	98	
Solent - - -	" - -	13 Jan. -	- Solent Sea Steam Packet Company.	82 0	13 6	34	61	
Pearl - - -	" - -	31 July 1844	W. A. Fitzhugh - -	89 9	13 3	33	64	
Wonder - - -	" - -	13 Oct. 1847	- New South Western Steam Navigation Company.	158 0	20 6	168	250	
South Western - -	" - -	13 Oct. -	- ditto - - -	143 0	18 0	132	204	
Transit - - -	" - -	13 Oct. -	- ditto - - -	126 0	19 6	160	267	
Grand Turk - - -	" - -	13 Oct. -	- ditto - - -	135 3	20 2	244	369	
Express - - -	" - -	13 Oct. -	- ditto - - -	159 0	21 4	152	255	
Queen - - -	" - -	5 Oct. 1849	W. A. Fitzhugh - -	117 1	14 0	56	93	
Courier - - -	" - -	4 Mar. -	- New South Western Steam Navigation Company.	167 0	22 5	196	314	
Dispatch - - -	" - -	7 Aug. 1850	- ditto - - -	166 7	22 1	197	320	iron.
Mary - - -	" - -	13 April 1852	J. Moody - - -	78 8	8 3	17	25	
Medina - - -	" - -	26 Jan. 1853	W. A. Fitzhugh - -	120 8	14 9	63	101	
Atalanta - - -	" - -	1 Mar. -	- New South Western Steam Navigation Company.	160 4	22 1	179	315	
Gem - - -	" - -	8 Mar. -	J. Stare & Co. - -	107 6	14 9	47	87	
Brilliant - - -	" - -	1 April -	T. Matthews - - -	109 2	25 7	189	267	screw.
Argyle - - -	" - -	27 Oct. -	H. Lowndes - - -	99 0	16 3	65	92	iron, screw.
Belmont - - -	" - -	7 Dec. -	- Southampton Steam Towing Company.	72 4	15 9	21	72	
Aid - - -	" - -	7 Dec. -	- ditto - - -	82 8	16 0	32	90	
John and Ann - -	Stockton	13 Jan. 1838	A. Metcalfe - - -	56 3 in.	14 6 in.	16	—	
British Queen - -	" - -	16 Dec. 1840	J. Strong - - -	82 7	16 0	39	90	
Vigilant - - -	" - -	17 May 1843	Blakey & Co. - -	70 0	15 1	18	62	
Britain - - -	" - -	4 June 1844	W. Bouch - - -	96 8	11 9	13	45	
Bee - - -	" - -	17 Sept. 1845	S. Ingledew - - -	65 0	13 0	16	49	
Sampson - - -	" - -	20 Aug. 1846	D. Blakey - - -	79 0	15 8	23	69	
Champion - - -	" - -	12 Oct. -	A. Shields and others -	77 8	15 2	23	75	
Royal Victoria - -	" - -	21 May 1847	W. Hardcastle - -	83 5	16 0	23	82	
Gleaner - - -	" - -	21 May -	J. Strong - - -	88 7	15 1	27	80	
Chieftain - - -	" - -	12 June -	T. Redhead - - -	65 9	12 7	17	46	
Jenny Lind - - -	" - -	7 April 1848	- ditto - - -	97 8	16 9	37	112	
Ocean Bride - - -	" - -	8 June 1849	R. Bell - - -	70 4	11 7	17	36	
Reaper - - -	" - -	28 Feb. 1850	John Strong - - -	74 2	14 1	22	63	
Mercury - - -	" - -	28 Feb. -	J. J. Smith - - -	91 9	13 4	32	62	
Commodore - - -	" - -	13 April -	A. Duncan - - -	81 9	14 6	29	75	
Voltigeur - - -	" - -	16 April 1851	G. Craggs - - -	83 0	15 9	29	82	
Royal Sovereign -	" - -	18 June -	J. Thirkell - - -	52 3	12 3	10	36	
Victory - - -	" - -	2 Feb. 1852	John Strong - - -	107 8	18 3	53	167	
Contractor - - -	" - -	8 May -	J. Morrell - - -	96 0	17 1	28	119	
Conquest - - -	" - -	22 May -	John Strong - - -	68 6	15 2	19	65	



## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Hunter - - -	Stockton -	14 June 1852	J. J. Smith - - -	50 0	11 4	10	28	
Star - - -	" -	29 Sept. -	F. J. Leach - - -	83 0	15 6	28	82	
United Kingdom -	" -	16 April 1853	A. C. Duncan - -	71 5	14 5	19	59	
British Dominion -	" -	15 Aug. -	John Strong - - -	77 4	14 4	23	70	
Reaper - - -	" -	10 Oct. -	W. Duncan - - -	62 6	13 7	13	46	
Rendel - - -	" -	16 Dec. -	T. Aylan - - -	72 0	15 9	24	81	
Neptune - - -	Sunderland -	17 Oct. 1826	R. Watson and others -	64 6 in.	22 2 in.	41	—	
Sasanna - - -	" -	10 Aug. 1841	R. Lister - - -	46 9	11 2	9	24	
Ranger - - -	" -	2 July 1842	W. Meadley - - -	77 0	15 1	29	79	
Pride of the North -	" -	6 July 1844	T. Winter - - -	44 4	9 5	7	17	
Milo - - -	" -	21 Oct. 1847	Guy Potts and others -	65 6	13 5	27	55	
Gently - - -	" -	25 Feb. 1847	M. Thompson - - -	70 0	14 4	18	58	
Lady Adelaide - -	" -	8 Mar. -	Marquis of Londonderry -	63 3	13 2	15	55	
Earl of Sunderland -	" -	9 March -	- ditto - - -	72 5	15 2	17	74	
Jack Tar - - -	" -	20 Dec. -	R. Lister - - -	45 7	10 7	7	20	
Conqueror - - -	" -	22 Jan. 1848	J. Welch - - -	67 0	13 1	13	48	
Haswell - - -	" -	28 June -	C. Taylor - - -	75 8	16 1	23	78	
Wansbeck - - -	" -	28 June -	T. Winter - - -	52 7	11 9	13	32	
Pilot - - -	" -	6 July -	Guy Potts - - -	67 8	14 6	16	52	
Atlas - - -	" -	8 Aug. -	T. C. Potts - - -	76 7	15 1	24	69	
Haswell - - -	" -	2 Nov. -	W. Nicholson - - -	75 8	15 8	21	79	
Seaborne - - -	" -	15 Feb. 1849	- - River Wear Company -	77 0	16 5	26	87	
Pilot - - -	" -	25 May -	J. Taylor - - -	67 3	14 1	17	51	
Robert and Mary -	" -	21 Sept. 1850	J. Wardle - - -	66 6	13 3	14	48	
Whitwell - - -	" -	24 April 1851	W. Jameson - - -	64 0	14 2	16	53	
Firebrand - - -	" -	24 May -	James Ayre - - -	72 4	15 0	18	66	
Amictia - - -	" -	25 July -	H. Slater - - -	60 2	12 0	10	34	
Contractor - - -	" -	17 Oct. -	J. Taylor - - -	74 0	15 1	29	74	
Engineer - - -	" -	19 Nov. -	N. Wood - - -	78 5	15 7	24	79	
Rapid - - -	" -	26 May -	Charles Taylor - - -	71 0	14 9	17	—	
Invincible - - -	" -	26 Mar. 1852	R. Lister - - -	65 1	10 5	17	27	
Collingwood - - -	" -	17 May -	- ditto - - -	54 5	12 7	11	33	
Tom Bowline - - -	" -	3 Nov. -	N. Cook - - -	63 5	12 8	14	43	
Triumph - - -	" -	20 Dec. -	R. Wandleas - - -	59 6	13 0	15	44	
Jane and Phoebe -	" -	20 Dec. -	- ditto - - -	70 0	14 6	17	57	
Vesta - - -	" -	7 Mar. 1853	E. Brown - - -	58 3	12 8	10	36	
British Queen - -	" -	16 April -	J. Dumble - - -	71 2	13 5	15	47	
Tigress - - -	" -	5 May -	J. Paterson - - -	62 9	13 6	15	47	
Belmont - - -	" -	20 June -	- - Jobbing and Company -	78 7	15 8	26	79	
Scottish Maid - -	" -	7 July -	T. Winter - - -	63 0	13 2	9	37	
Transit - - -	" -	2 Nov. -	W. T. Bell - - -	65 2	14 5	14	50	
Welches - - -	" -	7 Nov. -	E. Brown - - -	63 3	13 3	16	39	
Harvest Home - -	" -	8 Nov. -	J. Dumble - - -	63 0	12 7	15	50	
Olive - - -	" -	11 Nov. -	- - Sunderland Dock Com- pany. - - -	72 0	15 0	26	73	
Bristol - - -	Swansea -	3 May 1828	T. T. Price - - -	100 7 in.	16 2 in.	76	—	
King of Oude - - -	" -	30 Dec. 1830	G. Wilkinson - - -	61 1 in.	16 8 in.	19	—	
Dragon Fly - - -	" -	19 June 1840	N. Tregellis - - -	68 3	14 2	15	64	
Prince of Wales -	" -	14 April 1842	J. Tregellis Price -	120 0	17 1	106	182	
Pioneer - - -	" -	30 Mar. 1843	N. Tregellis - - -	70 0	16 0	19	81	
Lord Beresford -	" -	28 Nov. -	J. Tregellis Price -	116 8	16 5	92	170	
Chieftain - - -	" -	18 Dec. 1844	J. W. Leach and others -	70 0	14 4	20	69	
Neath Abbey - - -	" -	27 July 1846	J. Rees and others -	97 0	16 4	67	98	
Fire Fly - - -	" -	1 Sept. 1849	H. J. Booth - - -	108 0	15 0	81	120	iron.
Tartar - - -	" -	17 May 1850	J. Bath - - -	86 0	16 7	46	109	iron.
Donna - - -	" -	20 Nov. -	C. R. M. Talbot - -	72 6	15 0	22	69	
Princess Royal - -	" -	26 April 1852	J. T. Price - - -	114 5	16 9	97	149	
Industry - - -	Teignmouth -	27 July 1853	T. W. B. Hutchings -	67 9	12 6	19	42	
Princess - - -	Weymouth -	10 Jan. 1849	J. Cosens - - -	112 5	13 5	61	90	
Contractor - - -	" -	6 April 1852	P. Dodson - - -	84 4	15 8	31	86	
Prince - - -	" -	10 Nov. -	J. Cosens - - -	128 5	13 3	61	87	
Sternhall - - -	Whitby -	1 Sept. 1849	James Swallow - - -	75 6	15 4	45	89	
Sampson - - -	" -	24 Oct. 1851	- ditto - - -	65 3	14 0	19	55	
Hilda - - -	" -	21 May 1853	- - Whitby Steam Packet Company - - -	71 4	14 2	21	59	
Prince Albert - -	Whitehaven -	27 April 1842	Harbour Trustees - -	82 1	15 0	37	87	
Queen - - -	" -	30 April 1845	- - Whitehaven Steam Na- vigation Company. -	158 5	23 5	304	434	
Whitehaven - - -	" -	10 June 1848	- ditto - - -	181 1	24 1	333	503	
Solway - - -	" -	28 July 1853	- - Whitehaven and Glasgow Screw Steam Navigation Company. - - -	135 4	17 3	119	159	iron, screw.
Alpha - - -	" -	12 Dec. -	T. Ainsworth - - -	85 8	18 7	123	166	wood & iron,
Don - - -	Wisbeach -	2 Mar. 1840	- - Wisbeach Steam Towing Company. - - -	69 4	14 4	18	59	screw.
Forager - - -	" -	10 Mar. 1845	R. & G. Dawbarn - -	82 5	16 0	53	87	
Middlebro' - - -	" -	25 July 1848	J. S. Buckley - - -	77 7	14 0	22	69	
Vanguard - - -	" -	7 May 1852	G. Haley - - -	74 0	15 0	30	79	
Lady Alice Lambton -	" -	5 April 1853	Earl Durham - - -	158 8	27 1	429	572	
Derwent - - -	Workington -	15 June 1850	Harbour Trustees - -	73 8	15 7	18	51	
Dolphin - - -	Yarmouth -	12 Dec. 1836	J. Clarke and others -	59 6	14 4	14	44	
Accommodation - -	" -	21 Oct. 1837	- ditto - - -	68 7	15 1	18	61	
Emperor - - -	" -	6 Feb. 1838	R. Wortley - - -	79 4	12 0	52	78	
Industry - - -	" -	19 Aug. 1843	E. Crone - - -	47 9	11 10	12	34	
Robert Owen - - -	" -	6 Nov. 1848	G. D. Palmer - - -	78 0	15 7	22	77	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				Feet. 10 <sup>ths</sup> .	Feet. 10 <sup>ths</sup> .			
Bold Buccleugh -	Yarmouth -	16 July 1849	D. Harmer - - -	149 0	17 1	145	209	iron, screw.
Emperor - - -	" - -	1 Dec. 1851	R. Steward - - -	77 6	15 6	21	73	
Harriet - - -	" - -	31 May 1853	J. B. Clarke - - -	122 7	17 7	85	165	
Sovereign - - -	Aberdeen -	31 Mar. 1841	-- Aberdeen and Clyde Shipping Company.	154 2	21 4	279	451	
City of Aberdeen -	" - -	12 Nov. -	-- Aberdeen Steam Navigation Company.	188 6	25 8	663	962	
Duke of Richmond -	" - -	17 Mar. 1843	-- Aberdeen, Leith and Clyde Shipping Company.	164 7	21 8	321	508	
City of London - -	" - -	10 July 1844	-- Aberdeen Steam Navigation Company.	216 8	30 0	723	1,117	
Queen - - -	" - -	15 April 1845	-- Aberdeen, Leith and Clyde Shipping Company.	184 6	25 4	382	662	
Victory - - -	" - -	1 July 1847	-- ditto - - -	91 2	14 5	41	92	
Earl of Aberdeen -	" - -	20 July -	-- Aberdeen Steam Navigation Company.	207 9	27 0	595	908	
Victoria - - -	" - -	28 Nov. 1848	-- Aberdeen and Newcastle Steam Navigation Company.	148 5	19 9	153	279	iron.
Albert - - -	Alloa - -	24 Sept. 1840	-- Alloa and Stirling Steam Boat Company.	121 6	19 0	92	146	
Morning Star - -	" - -	23 July 1844	-- Alloa and Leith Steam Packet Company.	87 0	14 9	60	99	
Prince of Wales -	" - -	21 June 1845	-- Alloa and Stirling Steam Boat Company.	130 3	21 1	93	153	
Stirling Castle - -	" - -	13 June 1849	Andrew Ray - - -	88 0	16 9	57	98	
Queen - - -	" - -	29 Aug. 1850	J. G. Aikens - - -	67 4	14 7	25	63	
Ayrshire Lass - -	Ayr - -	21 Oct. 1848	-- Girvan Steam Packet Company.	88 3	19 0	70	95	
Duke of Cornwall -	Campbeltown -	25 Aug. 1842	-- Campbeltown and Glasgow Steam Packet Joint Stock Company.	122 9	18 2	105	189	
Celt - - -	" - -	21 June 1848	-- ditto - - -	155 9	20 9	154	273	
Lass o' Gowrie - -	Dundee - -	5 May 1841	-- Dundee and Perth Steam Packet Company.	114 2	15 0	74	127	
Dundee - - -	" - -	25 June 1845	-- Dundee, Perth and London Shipping Company.	160 7	25 7	379	639	iron.
Perth - - -	" - -	12 July -	-- ditto - - -	160 1	25 6	379	639	
Royal Victoria - -	" - -	1 April 1847	-- Dundee and Perth Steam Packet Company.	106 8	13 2	58	96	
Hercules - - -	" - -	20 Oct. 1849	-- Dundee, Perth and London Shipping Company.	83 7	17 0	36	98	
Neptune - - -	" - -	6 Oct. 1851	-- ditto - - -	96 8	19 2	84	111	
London - - -	" - -	17 May 1853	G. Armistead - - -	167 0	25 7	406	687	
North Star - - -	" - -	30 June -	J. Borrie - - -	161 0	25 3	306	454	
Hercules - - -	" - -	30 July -	W. Ruthven - - -	78 0	15 6	33	80	
Lifey - - -	" - -	19 Dec. -	J. Borrie - - -	78 2	14 3	25	61	
Alert - - -	Glasgow -	4 July 1837	-- New Clyde Shipping Company.	61 5	14 2	44	64	
Margaret - - -	" - -	26 July 1842	-- British and North American Royal Mail Steam Packet Company.	185 0	26 lin.	370	—	iron.
Champion - - -	" - -	22 Nov. 1843	-- New Clyde Shipping Company.	95 7	16 5	46	148	
Albion - - -	" - -	18 Nov. 1844	-- Glasgow and Stranraer Steam Packet Company.	145 0	21 3	157	282	
Sovereign - - -	" - -	27 Aug. -	Alexander M'Kellar - -	138 8	16 5	76	135	
Scotia - - -	" - -	14 July 1846	-- Glasgow and Stranraer Steam Packet Company.	141 3	17 5	82	165	
Invincible - - -	" - -	25 Sept. -	-- Glasgow, Largs and Millport Union Steam-boat Company.	131 1	16 8	78	130	
Lady Kilburn - -	" - -	25 Sept. -	-- ditto - - -	149 2	17 5	85	158	
Mars - - -	" - -	25 Sept. -	-- ditto - - -	135 8	16 5	79	130	
Powerful - - -	" - -	24 Dec. -	N. M'Kinnon - - -	98 7	14 5	46	102	
Prince - - -	" - -	31 Mar. 1847	J. Henderson - - -	120 6	15 1	58	107	
Briton - - -	" - -	14 Sept. -	-- Glasgow and Stranraer Steam Packet Company.	144 8	19 4	152	215	iron.
Sylphide - - -	" - -	15 Nov. -	M. M'Pherson - - -	172 3	18 5	122	181	
America - - -	" - -	28 Feb. 1848	-- British and North American Royal Mail Steam Packet Company.	249 0	35 1	984	1,826	
Niagara - - -	" - -	25 April -	-- ditto - - -	249 1	35 1	1,008	1,825	
Monarch - - -	" - -	28 April -	A. M'Kellar and others -	125 8	16 0	60	118	
Satellite - - -	" - -	17 Aug. -	-- British and North American Royal Mail Steam Packet Company.	108 5	18 8	82	157	
Canada - - -	" - -	31 Oct. -	-- ditto - - -	249 0	35 1	1,002	1,832	
Thistle - - -	" - -	11 Jan. 1849	-- Glasgow and Londonderry Steam Packet Company.	198 4	26 3	377	653	
Princess Royal - -	" - -	3 April -	-- Glasgow and Liverpool Royal Steam Packet Company.	194 6	26 8	447	747	
Star - - -	" - -	12 May -	-- Glasgow, Largs and Millport Union Steam-boat Company.	156 0	17 9	95	186	
Vigilant - - -	" - -	7 July -	N. Mackinnon - - -	75 1	15 9	24	75	iron.
Islay - - -	" - -	10 Oct. -	John Ramsay - - -	167 0	20 8	186	325	
Livorno - - -	" - -	24 Feb. 1850	A. Galbraith - - -	157 1	24 5	350	494	

RETURN of Steam Vessels Registered in the United Kingdom, &c.—*continued*.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Vesper - - -	Glasgow -	24 April 1850	J. Henderson - - -	148 3	16 9	87	122	iron.
Hercules - - -	" - -	24 Aug. -	Clyde Shipping Company -	88 1	16 3	34	80	
Industry - - -	" - -	24 Aug. -	- ditto - - -	66 9	14 7	53	80	
Sampson - - -	" - -	24 Aug. -	- ditto - - -	79 3	15 2	38	92	
Gulliver - - -	" - -	24 Aug. -	- ditto - - -	88 2	17 7	49	95	
Conqueror - - -	" - -	24 Aug. -	- ditto - - -	114 1	18 4	86	215	
Glasgow - - -	" - -	24 Aug. -	- ditto - - -	80 2	18 2	63	97	iron.
Greenock - - -	" - -	24 Aug. -	- ditto - - -	80 7	18 2	74	111	iron.
Wizard - - -	" - -	24 Aug. -	- ditto - - -	75 2	14 2	21	81	iron.
Meteor - - -	" - -	24 Aug. -	- ditto - - -	105 9	17 6	31	130	iron.
Geneva - - -	" - -	19 Sept. -	M'Kean & Co. - - -	163 5	24 5	350	520	iron, screw.
Rose - - -	" - -	28 Jan. 1851	- Glasgow and Londonderry Steam Packet Company.	184 5	23 0	291	490	iron.
Craigreish Castle -	" - -	25 Mar. -	John Reid and others -	170 3	19 0	97	207	iron.
Petrel - - -	" - -	4 April -	A. Anderson and others -	165 5	17 4	100	192	iron.
Lapwing - - -	" - -	17 April -	D. Hutcheson and others -	82 7	14 6	69	110	iron.
Northman - - -	" - -	25 April -	A. A. Laud - - -	100 0	20 6 ½	129	181	iron, screw.
St. Columb - - -	" - -	28 April -	R. Pean - - -	121 1	18 0	140	238	iron.
Prince Arthur - - -	" - -	7 May -	Tod & M'Gregor - - -	154 5	15 6	100	146	iron.
Pioneer - - -	" - -	16 May -	D. Hutcheson & Co. - -	159 8	17 8	117	196	iron.
Diana - - -	" - -	2 June -	J. Henderson and others -	156 0	17 1	118	175	iron.
Dolphin - - -	" - -	7 June -	D. Hutcheson & Co. - -	161 5	20 3	153	249	iron.
Cardiff Castle - -	" - -	27 June -	Dugald Weir and others -	170 3	19 0	97	207	iron.
Edinburgh Castle -	" - -	28 July -	D. Hutcheson & Co. - -	138 1	15 8	68	114	iron.
Cygnat - - -	" - -	28 July -	- ditto - - -	77 5	14 5	68	107	iron.
Curlew - - -	" - -	28 July -	- ditto - - -	95 0	15 2	44	82	iron.
Mary Jane - - -	" - -	20 Aug. -	T. Brownlie - - -	149 5	19 3	125	211	iron.
Inverary Castle - -	" - -	20 Aug. -	- ditto - - -	136 1	19 4	130	211	iron.
Glasgow - - -	" - -	3 Sept. -	- Glasgow and New York Steam Shipping Company.	250 0	35 2	1,153	1,962	iron, screw.
Helen Fawcett - - -	" - -	13 Sept. -	Redhead & Co. - - -	107 9	17 5	40	135	
Times - - -	" - -	16 Sept. -	R. P. Stephens - - -	158 5	20 1	182	302	iron, screw.
Dunoon Castle - - -	" - -	17 Sept. -	T. Brownlie - - -	106 7	18 1	75	151	
Koh-i-noor - - -	" - -	25 Mar. 1852	R. Young - - -	146 4	11 3	50	74	iron.
Derby - - -	" - -	15 May -	J. Reid - - -	84 7	16 3	38	105	
Cosmopolitan - - -	" - -	3 June -	- Thames and Clyde Screw Steam Shipping Company.	192 9	27 0	350	600	iron, screw.
Mountaineer - - -	" - -	17 July -	D. Hutcheson & Co. - -	174 3	17 6	110	190	iron.
Lady Brisbane - - -	" - -	2 Sept. -	- Glasgow, Largs and Millport United Steam Boat Company.	133 0	17 4	91	151	iron.
Larriston - - -	" - -	16 Sept. -	J. Jardine - - -	167 5	24 0	215	472	wood, screw.
Guy Fawkes - - -	" - -	29 Oct. -	T. Buchanan - - -	63 4	14 2	35	57	iron, screw.
Osprey - - -	" - -	4 Nov. -	W. F. Johnstone - - -	169 6	18 5	110	193	iron.
Andes - - -	" - -	11 Nov. -	- British and North American Royal Mail Steam Packet Company.	236 6	33 2	773	1,440	iron, screw.
Pirate - - -	" - -	26 Nov. -	Lewis Potter - - -	166 8	22 5	285	406	iron, screw.
Vixen - - -	" - -	1 Dec. -	N. M'Kinnon - - -	73 0	14 6	14	63	
Arabia - - -	" - -	9 Dec. -	- British and North American Royal Mail Steam Packet Company.	284 2	37 3	1,359	2,393	
Alps - - -	" - -	9 Dec. -	- ditto - - -	236 6	33 2	773	1,440	iron, screw.
Splendid - - -	" - -	16 Dec. -	N. M'Kinnon - - -	68 5	13 0	15	45	
Duke of Argyll - -	" - -	24 Dec. -	- Glasgow and Lochfine Steam Packet Company.	166 7	20 2	101	256	iron.
Balbec - - -	" - -	18 Jan. 1853	- British and Foreign Steam Navigation Company.	206 5	29 4	615	839	iron, screw.
Reindeer - - -	" - -	22 Jan. -	- Glasgow Steam Boat Company.	166 0	15 7	84	143	iron.
Queen - - -	" - -	27 Jan. -	J. Orme - - -	144 5	19 3	132	207	iron, screw.
Lyra - - -	" - -	17 Feb. -	- Glasgow and Liverpool Steam Packet Company.	218 7	25 5	379	592	iron.
Laurel - - -	" - -	17 Feb. -	- ditto - - -	187 4	22 0	263	429	iron.
Stork - - -	" - -	17 Feb. -	- ditto - - -	185 5	22 5	260	432	iron.
Tubal Cain - - -	" - -	5 Mar. -	T. Sharpe & Co. - - -	151 7	22 0	190	286	iron, screw.
British Queen - - -	" - -	8 Mar. -	- British and Foreign Steam Navigation Company.	187 1	28 0	566	764	iron, screw.
Taurus - - -	" - -	8 April -	- ditto - - -	210 5	29 5	812	1,126	iron, screw.
Eagle - - -	" - -	12 April -	Eagle Steam Company - -	167 0	16 1	110	176	iron.
Santander - - -	" - -	13 April -	T. Wright - - -	151 8	21 2	141	249	iron, screw.
Regalia - - -	" - -	25 April -	W. Scott - - -	90 7	18 2	66	104	
Breadalbane - - -	" - -	27 April -	D. M'Murish - - -	140 0	16 4	90	144	iron.
Chevalier - - -	" - -	30 April -	D. Hutcheson & Co. - -	176 9	22 0	199	329	iron.
Teneriffe - - -	" - -	9 May -	- British and Foreign Steam Navigation Company.	210 5	29 5	812	1,126	iron, screw.
Sylphide - - -	" - -	2 May -	R. Denniston - - -	181 0	18 7	112	211	iron.
Grecian - - -	" - -	10 June -	L. Potter - - -	196 7	24 0	359	598	iron, screw.
Shandon - - -	" - -	22 June -	J. Anderson - - -	134 9	16 5	115	186	
Brigand - - -	" - -	23 July -	L. Potter - - -	167 3	22 7	288	414	iron, screw.
Black Swan - - -	" - -	23 July -	J. Colquhoun - - -	139 4	19 4	146	236	iron, screw.
Jackal - - -	" - -	29 July -	- British and North American Royal Mail Steam Packet Company.	125 4	19 5	111	180	iron.
Elk - - -	" - -	1 Aug. -	- Glasgow and Liverpool Steam Packet Company.	208 0	23 0	351	548	iron.

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Therese - - -	Glasgow -	8 Aug. 1853	-- Coasting Screw Steam Company.	90 7	16 4	68	96	iron, screw.
Emperor - - -	" - -	10 Aug. -	J. Anderson - - -	121 7	16 1	62	109	iron.
Metropolitan - - -	" - -	15 Aug. -	-- Thames and Clyde Screw Steam Shipping Company.	198 4	27 -	350	598	iron, screw.
Maid of Lorn - - -	" - -	19 Aug. -	D. Stirling - - -	82 5	13 6	71	120	iron.
Melita - - -	" - -	20 Sept. -	-- British and Foreign Steam Navigation Company.	232 6	29 -	749	1,061	iron, screw.
Ada - - -	" - -	22 Sept. -	J. Brown - - -	86 4	17 4	53	103	iron.
Black Eagle - - -	" - -	27 Sept. -	J. Buchanan - - -	87 5	17 1	41	110	
Vesta - - -	" - -	26 Oct. -	-- Glasgow and Largs United Steam Boat Company.	160 0	16 1	91	146	iron.
Cambria - - -	" - -	1 Nov. -	-- British and North American Royal Mail Steam Packet Company.	217 4	33 8	760	1,423	
Europa - - -	" - -	1 Nov. -	- - ditto - - -	249 5	35 2	1,010	1,834	
Levantine - - -	" - -	9 Nov. -	G. Coats - - -	122 5	23 3	190	283	iron, screw.
Asia - - -	" - -	25 Nov. -	-- British and North American Royal Mail Steam Packet Company.	265 2	37 2	1,214	2,227	
City of Worcester - -	" - -	7 Dec. -	J. Ramsay - - -	97 1	20 3	86	130	iron, screw.
Africa - - -	" - -	9 Dec. -	-- British and North American Royal Mail Steam Packet Company.	265 6	37 2	1,216	2,226	
Karnak - - -	" - -	12 Dec. -	-- British and Foreign Steam Navigation Company.	210 5	29 5	794	1,127	iron, screw.
Venus - - -	" - -	15 Dec. -	-- Glasgow and Largs United Steam Boat Company.	172 0	17 1	106	183	iron.
Harmony - - -	Grangemouth	4 May 1839	W. Cowie and others - -	65 3	13 3	13	48	
Samson - - -	" - -	11 Feb. 1850	A. Cowie - - -	70 9	15 3	22	68	
Helen M'Gregor - - -	" - -	11 Feb. -	- - ditto - - -	83 8	16 2	27	83	
Rob Roy - - -	" - -	19 Feb. -	- - ditto - - -	63 5	13 1	19	39	
Clyde - - -	" - -	31 Dec. 1851	Carron Company - - -	167 4	22 0	267	376	iron, screw.
Carron - - -	" - -	31 Dec. -	- - ditto - - -	167 4	22 0	267	376	iron, screw.
Thames - - -	" - -	30 July 1853	- - ditto - - -	165 7	22 0	213	370	iron, screw.
Chieftain - - -	Greenock -	13 Jan. 1848	-- Glasgow and Greenock Towing Company.	78 0	14 4	26	76	
Venus - - -	" - -	25 Jan. -	- - ditto - - -	81 0	14 2	21	69	
Seyd Pacha - - -	" - -	19 Sept. 1849	R. H. Galloway - - -	156 4	16 4	115	161	
Merlin - - -	" - -	4 May 1850	-- Nova Scotia, Newfoundland, and Bermuda Royal Mail Steam Packet Company.	140 4	23 0	269	382	wood, screw.
Victoria - - -	" - -	25 Oct. 1851	J. M'Lean - - -	123 6	15 5	69	107	iron.
Petrel - - -	" - -	4 Jan. 1852	-- Nova Scotia, Newfoundland, and Bermuda Royal Mail Steam Packet Company.	198 0	26 2	336	782	iron, screw.
Melbourne - - -	" - -	21 Oct. -	D. Hoyle - - -	135 0	15 0	76	115	iron.
Duncan Hoyle - - -	" - -	12 Feb. -	- - ditto - - -	139 6	17 7	131	288	iron.
Lord Harris - - -	" - -	13 Aug. -	W. T. Templeton - - -	148 4	16 5	110	164	iron.
Royal Shepherd - - -	" - -	18 Nov. -	J. Hurst - - -	148 1	19 8	184	265	iron, screw.
Bellbird - - -	" - -	28 Nov. -	R. Little & Co. - - -	170 4	15 2	92	166	iron.
Eva - - -	" - -	21 Dec. -	- - ditto - - -	141 6	14 6	83	108	iron.
Ebro - - -	" - -	29 Dec. -	J. Scott - - -	195 3	23 8	395	585	iron, screw.
Glasgow Citizen - - -	" - -	30 Dec. -	R. Little & Co. - - -	156 9	16 1	105	162	iron.
Isabella Napier - - -	Inverness	14 June 1850	-- North of Scotland Steam Packet Company.	145 5	21 2	242	424	
Martello - - -	" - -	15 Dec. 1853	- - ditto - - -	171 7	23 5	293	483	iron.
Iale of Arran - - -	Irvine -	31 Mar. 1851	Arran Steam Vessel Company	122 0	14 9	77	137	
Firefly - - -	" - -	6 Oct. -	-- Ardrossan Steam Navigation Company.	164 4	22 0	238	376	iron.
Glowworm - - -	" - -	6 Oct. -	- - ditto - - -	153 3	20 0	161	291	iron.
Xantho - - -	Kirkaldy -	1 Nov. 1848	-- Anstruther and Leith Steam Shipping Company.	106 8	16 8	62	110	
Victoria - - -	Leith -	9 Nov. 1842	W. B. M'Lean - - -	56 6	12 4	15	35	
Pharos - - -	" - -	28 May 1846	-- Commission of Northern Lighthouses.	140 0	20 2	207	296	
Success - - -	" - -	2 July -	W. M'All - - -	64 7	13 8	12	51	
Britannia - - -	" - -	10 Mar. 1847	- - Hull and Leith Steam Packet Company.	165 6	21 2	207	296	
Tiger - - -	" - -	22 Mar. -	R. Stoker - - -	70 6	14 3	14	51	
Brilliant - - -	" - -	8 July 1848	T. Barclay - - -	170 5	21 8	229	355	
Mercator - - -	" - -	6 Nov. -	- - Hull and Leith Steam Packet Company.	189 5	22 8	299	452	
Royal Victoria - - -	" - -	30 Jan. 1850	-- London, Leith, Edinburgh and Glasgow Shipping Company.	165 6	25 3	466	756	
Leviathan - - -	" - -	20 Sept. -	- - Edinburgh, Perth, and Dundee Railway Company.	157 6	32 9	301	417	iron.
Robert Napier - - -	" - -	20 Sept. -	- - ditto - - -	129 6	23 3	144	234	iron.
Balmoral - - -	" - -	18 Nov. -	George Gibson - - -	130 2	20 2	172	234	iron, screw.
Royal Adelaide - - -	" - -	8 Jan. 1851	-- London, Leith, Edinburgh, and Glasgow Shipping Company.	174 1	24 8	431	676	
Britannia - - -	" - -	18 Sept. -	A. Wemyss - - -	70 9	14 4	19	61	
Comet - - -	" - -	26 Mar. 1852	J. and M. Anderson - -	135 8	16 6	101	168	

RETURN of Steam Vessels Registered in the United Kingdom, &c.—*continued.*

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Holyrood - - -	Leith - - -	3 April 1852	-- Hall and Leith Steam Packet Company.	191 5	25 0	358	533	iron, screw.
Monarch - - -	" - - -	22 May - -	D. Wallace - - -	61 7	14 5	13	48	
Lion - - -	" - - -	4 Sept. - -	Viscount Hill - - -	63 7	13 6	10	50	
Samson - - -	" - - -	4 Feb. 1853	R. Hall - - -	88 3	16 8	28	102	
Prompt - - -	" - - -	22 Feb. - -	-- London, Leith, Edinburgh, and Glasgow Shipping Company.	175 1	22 3	240	417	iron, screw.
Lioness - - -	" - - -	2 Mar. - -	H. F. Cadell - - -	94 1	17 6	26	87	iron.
Ivanhoe - - -	" - - -	5 Mar. - -	T. Cox - - -	137 2	21 0	205	266	iron, screw.
Best Bower - - -	" - - -	28 Mar. - -	R. Cook - - -	197 9	24 0	312	512	iron, screw.
Victor - - -	" - - -	1 April - -	J. Stokes - - -	71 1	14 7	23	61	
Rival - - -	" - - -	1 April - -	- - ditto - - -	64 7	13 3	14	46	
Lion - - -	" - - -	18 June - -	R. Hall - - -	68 6	14 5	13	56	
Gollah - - -	" - - -	13 Oct. - -	D. R. M'Gregor - - -	74 6	15 1	20	67	
Carrs - - -	" - - -	13 Oct. - -	- - ditto - - -	72 5	13 9	19	54	
Enterprise - - -	" - - -	17 Nov. - -	C. H. C. Inglis - - -	90 0	15 8	48	74	iron.
Maid of Leven - - -	Montrose - - -	6 Sept. 1844	J. Gladstone - - -	124 3	19 0	76	140	
Monarch - - -	Perth - - -	14 June 1838	J. Cowperthwaite - - -	65 4	13 0	19	49	
Jane - - -	" - - -	19 Feb. 1853	J. Falshaw - - -	73 5	19 0	51	72	
Newport - - -	" - - -	19 Nov. - -	J. Dewar - - -	119 0	21 7	65	163	
Premier - - -	Port Glasgow - - -	5 Feb. 1847	-- Dumbarton Steam Boat Company.	137 5	17 1	86	127	
Loch Lomond - - -	" - - -	5 Mar. - -	- - ditto - - -	126 0	16 3	68	106	
Marchioness of Breadalbane.	" - - -	24 July - -	W. Denny - - -	140 1	17 0	81	135	
Queen - - -	" - - -	25 June 1850	P. Denny - - -	138 1	16 7	91	131	
Lochfine - - -	" - - -	25 June 1851	-- Dumbarton Steam Boat Company.	74 5	18 0	64	84	iron, screw.
Merlin - - -	" - - -	25 June - -	W. Denny & Brother - - -	150 8	16 1	104	159	iron.
Admiral - - -	" - - -	8 Nov. - -	- - ditto - - -	205 3	24 9	598	930	
Commodore - - -	" - - -	13 Nov. - -	- - ditto - - -	172 6	24 3	387	704	
Scottish Maid - - -	" - - -	30 Dec. - -	J. Laird - - -	65 4	13 3	14	46	
Culloden - - -	" - - -	20 Dec. 1852	T. Denny - - -	145 0	16 0	75	149	iron.
Rothsay Castle - - -	" - - -	18 Jan. 1853	P. Denny - - -	133 8	17 0	96	180	iron.
Chancellor - - -	" - - -	20 Aug. - -	- - ditto - - -	164 7	16 6	108	160	iron.
William Denny - - -	" - - -	10 Nov. - -	- - ditto - - -	180 5	25 3	423	597	iron, screw.
Countess of Galloway	Wigtown - - -	22 Mar. 1847	-- Galloway Steam Navigation Company.	165 5	24 4	316	492	
Grand Junction - - -	Belfast - - -	9 Mar. 1844	W. Dargan - - -	94 6	18 0	62	131	
Countess of Caledon - - -	" - - -	9 Mar. - -	- - ditto - - -	73 6	11 4	16	48	
Ranger - - -	" - - -	19 Feb. 1849	W. Valentine - - -	70 7	14 8	12	69	
Belfast - - -	" - - -	5 May - -	W. Coates - - -	102 0	16 9	63	129	iron.
Tintern - - -	" - - -	24 Sept. 1850	Colvil & Co. - - -	108 0	17 3	90	132	iron, screw.
Blenheim - - -	" - - -	1 Feb. 1853	R. & C. Langtry - - -	207 7	25 0	412	738	iron.
Water Witch - - -	" - - -	30 April - -	T. Gray - - -	162 4	20 3	309	413	iron, screw.
Pilot - - -	" - - -	17 June - -	E. Cory and others - - -	138 8	15 8	88	133	iron.
Telegraph - - -	" - - -	22 June - -	-- Belfast Steam Shipping Company.	247 5	27 0	478	820	iron.
Malvina - - -	" - - -	14 Nov. - -	-- Belfast Screw Steam Shipping Company.	186 4	23 5	246	427	iron, screw.
Erin's Queen - - -	" - - -	16 Nov. - -	- - ditto - - -	132 0	20 5	202	273	iron, screw.
Oscar - - -	" - - -	16 Nov. - -	- - ditto - - -	156 4	22 6	236	347	iron, screw.
City of Cork - - -	Cork - - -	9 Oct. 1837	J. Denny - - -	91 0	13 0	51	79	
Star - - -	" - - -	15 Sept. 1843	Sir R. Musgrave - - -	75 9	14 3	33	60	
Queen - - -	" - - -	29 Mar. 1844	T. S. Reeves - - -	90 5	13 4	47	73	
Prince - - -	" - - -	29 Mar. - -	- - ditto - - -	130 9	17 7	97	150	
Princess - - -	" - - -	29 Mar. - -	T. S. Reeves - - -	132 7	17 5	113	169	
Sabrina - - -	" - - -	4 Jan. 1845	-- Cork Steam Shipping Company.	151 8	24 5	314	449	
Preussischer Adler - - -	" - - -	14 May 1846	- - ditto - - -	185 5	28 2	564	809	
Ajax - - -	" - - -	20 May - -	- - ditto - - -	206 4	27 4	591	846	
Kingston - - -	" - - -	30 Dec. - -	J. Denny - - -	76 6	17 9	34	106	
Pilot - - -	" - - -	31 Dec. 1847	T. S. Reeves - - -	79 0	16 3	23	79	
Royal Alice - - -	" - - -	31 Dec. - -	- - ditto - - -	146 4	18 4	105	145	iron.
Gannett - - -	" - - -	14 Oct. 1848	-- Cork Steam Shipping Company.	159 8	23 3	288	371	
Blarney - - -	" - - -	30 June 1849	- - ditto - - -	134 7	20 0	209	252	iron.
Pelican - - -	" - - -	20 July 1850	- - ditto - - -	196 6	27 2	480	647	screw.
Albatross - - -	" - - -	10 Sept. - -	- - ditto - - -	195 2	26 7	503	645	iron, screw.
Black Eagle - - -	" - - -	8 July 1851	J. Dawson - - -	79 9	15 8	28	18	
Queenstown - - -	" - - -	19 Aug. - -	C. Ingram - - -	113 7	14 3	133	157	iron.
Minerva - - -	" - - -	16 July 1852	-- Cork Steam Shipping Company.	202 7	25 2	425	717	iron.
Victoria - - -	" - - -	10 Aug. - -	A. Sughrue - - -	114 0	15 1	82	111	iron.
Telegraph - - -	" - - -	27 Oct. - -	J. Dawson - - -	74 4	15 4	21	70	
Nimrod - - -	" - - -	5 Nov. - -	- - Cork Steam Shipping Company.	177 3	25 2	416	623	iron.
Cormorant - - -	" - - -	15 Aug. 1853	- - ditto - - -	207 0	29 0	456	743	iron, screw.
Little Paddy - - -	" - - -	17 Nov. - -	J. Conolly - - -	50 0	13 0	28	35	
Faugh O'Ballagh - - -	Drogheda - - -	8 April 1843	T. Carty and others - - -	177 0	24 9	386	599	
Brian Boiroimbe - - -	" - - -	9 April 1846	W. Cairns - - -	180 0	25 9	363	649	
St. Patrick - - -	" - - -	23 Nov. - -	T. Carty and others - - -	184 3	25 5	379	649	
Irishman - - -	" - - -	29 April 1848	St. G. Smith and others - - -	144 0	23 6 in.	232	—	

## RETURN of Steam Vessels Registered in the United Kingdom, &amp;c.—continued.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
Leinster Lass - -	Drogheda - -	23 Mar. 1849	- - Drogheda Steam Packet Company.	Feet. 10 <sup>ths</sup> . 200 3	Feet. 10 <sup>ths</sup> . 26 2	427	697	
Birmingham - -	Dublin - -	5 July 1827	- - City of Dublin Steam Packet Company.	140 8 in.	25 0	233	—	
Britannia - -	" - -	20 Feb. 1828	E. Henry - - - -	73 9 in.	18 9 in.	45	—	
Ballinasloe - -	" - -	3 Oct. 1829	- - City of Dublin Steam Packet Company.	138 1 in.	24 2 in.	191	—	
Mersey - - -	" - -	1 July 1835	- - ditto - - - -	143 9 in.	21 2 in.	196	—	
Herald - - -	" - -	1 Aug. -	- - St. George Steam Packet Company.	145 10 in.	22 0	218	—	
Mercury - - -	" - -	1 July 1837	- - Dublin and Glasgow Sailing and Steam Packet Company.	137 4	20 1	188	348	
Shannon - - -	" - -	14 Dec. -	- - British and Irish Steam Packet Company.	153 0	27 0	326	—	
Duke of Cambridge -	" - -	30 June 1838	- - City of Dublin Steam Packet Company.	158 1	23 5	369	645	
Royal William - -	" - -	30 June -	- - ditto - - - -	172 5	24 6	403	459	
Vanguard - - -	" - -	12 Sept. 1843	- - Dublin and Glasgow Sailing and Steam Packet Company.	182 9	26 3	366	697	
Britannia - - -	" - -	28 Oct. -	- - City of Dublin Steam Packet Company.	136 0	24 3	219	—	
Dover Castle - -	" - -	28 Oct. -	- - ditto - - - -	111 6	15 9	114	177	
Leeds - - -	" - -	11 June 1845	- - ditto - - - -	141 3 in.	25 0	243	—	
Albert - - -	" - -	7 June -	- - ditto - - - -	146 5	23 0	353	493	
Rosecommon - -	" - -	12 Mar. -	- - ditto - - - -	165 5	22 4	293	448	
Isle of Bute - -	" - -	3 Aug. 1846	J. Fagan - - - -	109 9	15 2	94	139	
Emerald - - -	" - -	25 Aug. -	- - City of Dublin Steam Packet Company.	130 0	20 0	180	249	iron, screw.
Pilot - - -	" - -	26 Nov. -	J. Fagan - - - -	84 2	16 7	39	100	
Diamond - - -	" - -	20 Dec. -	- - City of Dublin Steam Packet Company.	130 0	20 0	184	256	iron, screw.
Ariel - - -	" - -	9 May 1848	J. Boyce and others - -	123 0	21 9	284	474	
Arran Castle - -	" - -	17 Aug. -	J. Fagan - - - -	101 0	14 8	71	115	
Fairy - - -	" - -	26 May 1849	- - Dublin Steam Packet Company.	129 0	16 3	81	153	iron.
Eblana - - -	" - -	23 Aug. -	- - ditto - - - -	205 5	25 2	385	653	iron.
Duchess of Kent -	" - -	30 Nov. -	- - City of Dublin Steam Packet Company.	155 2	23 0	288	482	
Glendower - - -	" - -	4 Nov. 1850	J. E. Redmond - - -	158 0	21 5	315	467	iron.
Prince - - -	" - -	13 June 1851	- - Dublin and Liverpool Steam Ship Building Company.	164 9	23 6	393	626	
Princess - - -	" - -	13 June -	- - ditto - - - -	165 9	23 7	410	637	
Windsor - - -	" - -	13 June -	- - ditto - - - -	204 7	26 9	454	727	iron.
Iron Duke - - -	" - -	13 June -	- - ditto - - - -	177 5	26 9	312	629	
Trafalgar - - -	" - -	13 June -	- - ditto - - - -	189 0	28 5	481	793	
Erin-go-Bragh - -	" - -	13 June -	- - ditto - - - -	126 4	22 4	222	324	
Herald - - -	" - -	14 June -	- - Dublin and Glasgow Sailing and Steam Packet Company.	200 0	24 2	283	528	
Prince of Wales -	" - -	23 June -	- - Dublin and Liverpool Steam Ship Building Company.	174 1	21 6	211	347	
Prince Arthur - -	" - -	9 July -	- - City of Dublin Steam Packet Company.	195 0	23 2	253	427	
Argus - - -	" - -	4 Oct. -	- - Corporation for preserving and improving the Port of Dublin.	196 5	23 0	295	517	
Mona - - -	" - -	28 April 1852	J. Ward - - - -	103 2	15 8	68	125	
Duke of Cornwall -	" - -	26 May -	- - British and Irish Steam Packet Company.	170 8	26 4	425	706	
City of Limerick -	" - -	26 May -	- - ditto - - - -	143 0	22 5	269	459	
Devonshire - -	" - -	26 May -	- - ditto - - - -	157 0	23 5	359	598	
Foyle - - -	" - -	26 May 1852	- - British and Irish Steam Packet Company.	196 5	25 8	536	796	iron.
Shamrock - - -	" - -	26 May -	- - ditto - - - -	129 2	19 9	181	272	iron, screw.
Rose - - -	" - -	26 May -	- - ditto - - - -	119 0	20 4	151	249	iron, screw.
Lady Eglinton - -	" - -	19 Mar. 1853	H. A. Cowper - - -	192 8	26 9	336	579	
Nile - - -	" - -	4 April -	J. Stirling - - - -	164 2	25 3	348	525	iron, screw.
Adaline - - -	" - -	15 Aug. -	J. Ward - - - -	70 5 in.	17 11 in.	35	67	
Lady Charlotte - -	" - -	5 Dec. -	W. Curven - - - -	102 0	16 2 in.	75	—	
Dundalk - - -	Dundalk - -	17 Feb. 1844	- - Dundalk Steam Shipping Company.	171 3	25 1	365	601	
Pride of Erin - -	" - -	15 May 1847	- - ditto - - - -	194 8	26 2	479	763	
James Watt - - -	" - -	27 July 1853	- - The Dundalk Harbour Commissioners.	79 4	16 8	24	103	
European - - -	Limerick - -	17 Dec. 1851	J. Russell - - - -	171 7	23 9	300	444	iron, screw.
Londonderry - -	Londonderry -	18 Aug. 1841	- - Glasgow and Londonderry Steam Packet Company.	157 1	22 9	277	513	
Maiden City - -	" - -	25 Nov. -	- - North-West of Ireland Union Steam Company.	163 3	24 6	343	651	
Shamrock - - -	" - -	5 Aug. 1847	- - Glasgow and Londonderry Steam Packet Company.	186 5	25 9	421	714	

RETURN of Steam Vessels Registered in the United Kingdom, &c.—*continued*.

VESSELS' NAMES.	Port of Registry.	Date of Registry.	REGISTERED OWNERS.	DIMENSIONS.		TONNAGE.		—
				Length.	Breadth.	Exclusive of Engine Room.	Gross Tonnage.	
				<i>Feet. 10<sup>ths</sup>.</i>	<i>Feet. 10<sup>ths</sup>.</i>			
Victory - - -	Londonderry -	26 July 1849	- - North-West of Ireland Union Steam Company.	144 4	25 8	298	426	iron.
Lowestoft - - -	" - -	24 Mar. 1853	W. Coppin - - -	93 0	16 4	45	103	iron.
Wallace - - -	" - -	13 Oct. -	- ditto - - -	112 6	19 8	49	178	iron.
Lioness - - -	" - -	13 Oct. -	- ditto - - -	81 6	17 3	31	95	
Fingal - - -	Newry - -	10 June 1835	G. M'Tear - - -	132 8 in.	21 9 in.	203	—	
Sea Nymph - - -	" - -	29 April 1853	W. Dargan - - -	195 5	27 7	400	704	iron.
Eagle - - -	" - -	29 April -	- ditto - - -	166 4	24 4	270	405	iron, screw.
Commeroe - - -	Sligo - -	23 Dec. 1843	W. Middleton - - -	74 8	15 8	44	74	
Dolphin - - -	" - -	1 Sept. 1853	W. C. Tate - - -	93 2	15 4	67	115	
Ranger - - -	Waterford -	13 Feb. 1847	Malcomson, Brothers -	141 5	19 8	162	259	
Maid of Erin - - -	" - -	27 April 1848	J. Malcomson - - -	104 4	15 6	63	99	
Adonis - - -	" - -	4 May -	- ditto - - -	171 4	23 0	248	375	
Diana - - -	" - -	12 Nov. 1849	J. and J. Malcomson -	183 2	23 9	390	527	iron.
Citizen - - -	" - -	19 Nov. -	- ditto - - -	140 6	19 3	167	236	iron.
William Penn - - -	" - -	6 Mar. 1850	- - Waterford Commercial Steam Navigation Company.	160 3 in.	25 4 in.	301	—	
Duncannon - - -	" - -	21 Jan. -	- ditto - - -	109 8	18 2	71	139	iron.
Mars - - -	" - -	28 Feb. -	- - Waterford Commercial Steam Navigation Company.	184 7	25 2	373	548	iron, screw.
Dublin - - -	" - -	26 Sept. -	Malcomson, Brothers -	146 2	19 2	241	330	iron, screw.
Camilla - - -	" - -	12 Dec. -	- - Waterford Commercial Steam Navigation Company.	175 5	22 7	298	454	
Mercury - - -	" - -	4 July 1851	Malcomson, Brothers -	180 3	22 6	353	480	
Magnet - - -	" - -	18 Aug. 1852	- ditto - - -	187 0	23 9	371	529	iron.
Neptune - - -	" - -	28 Aug. -	- - Waterford Commercial Steam Navigation Company.	204 8	25 2	535	713	iron, screw.
Ceres - - -	" - -	23 Oct. -	Malcomson, Brothers -	199 0	23 4	382	581	iron, screw.
Ondine - - -	" - -	18 Nov. -	- ditto - - -	195 0	22 0	309	503	iron, screw.
Sylph - - -	" - -	28 July 1853	- ditto - - -	179 0	22 4	256	435	iron, screw.
Lion - - -	" - -	27 Aug. -	- ditto - - -	215 4	25 4	551	730	iron.
Vesta - - -	" - -	3 Sept. -	- ditto - - -	199 9	24 7	430	616	iron, screw.
Kangaroo - - -	" - -	26 Oct. -	- ditto - - -	166 0	22 3	290	424	iron, screw.
1,375 Vessels.				Tonnage - - -		248,623		

Custom House, London, }  
23 March 1854. }

W. H. Noss,  
Reg<sup>d</sup>.-Gen<sup>l</sup>. of Shipping.

**STEAM VESSELS.**

---

**RETURN** of the whole of the REGISTERED  
STEAM VESSELS of the United Kingdom on the  
1st day of January 1854; distinguishing Vessels  
built of Iron, and also Vessels having Screw  
Propellers, and giving the Aggregate Number  
of Vessels, and Amount of Tonnage.

*(Mr. Henry Berkeley.)*

---

*Ordered, by The House of Commons, to be Printed,  
29 March 1854.*

---



# VESSELS AND TONNAGE.

RETURN to an Order of the Honourable The House of Commons,  
dated 15 June 1854 ;—for,

A RETURN “ showing the Number of VESSELS and of TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom respectively; also, the Official and Declared VALUE of the EXPORTS, and Official VALUE of the IMPORTS, for each of the said Ports, during the Years 1851, 1852, and 1853 (in continuation of Parliamentary Paper, No. 656, of Session 1851).”

A RETURN showing the Number of VESSELS and of TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom respectively, during the Years 1861, 1862, and 1863 (in continuation of Parliamentary Paper, No. 656, of Session 1861).

In the Year	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
<b>LONDON :</b>								
1851	6,593	1,449,353	3,748	720,969	3,500	928,460	3,329	650,795
1852	6,028	1,389,711	3,958	770,446	3,418	960,405	3,599	683,455
1853	6,261	1,524,219	5,502	1,069,894	3,807	1,060,408	4,954	946,684
<b>LIVERPOOL :</b>								
1851	2,888	999,515	1,560	760,615	3,189	1,043,011	1,686	811,522
1852	2,718	1,055,570	1,468	792,059	3,156	1,130,050	1,589	808,918
1853	2,635	1,102,955	1,822	902,976	2,965	1,171,840	2,012	977,442
<b>BRISTOL :</b>								
1851	424	95,658	232	44,069	238	67,224	56	19,325
1852	423	90,675	208	44,064	217	64,686	46	15,791
1853	432	95,201	346	79,653	238	68,584	112	39,785
<b>HULL :</b>								
1851	1,185	295,859	1,433	212,709	843	235,781	1,081	173,363
1852	1,087	285,957	1,220	175,775	758	223,260	950	139,193
1853	1,107	285,641	1,753	269,212	776	217,411	1,285	190,591
<b>NEWCASTLE :</b>								
1851	1,008	176,191	1,378	170,582	3,018	555,474	2,415	325,014
1852	1,237	194,509	1,584	194,701	3,081	587,954	2,579	330,710
1853	976	167,404	1,649	200,029	2,531	494,417	2,935	387,117

In the Year	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
<b>SOUTHAMPTON :</b>								
1851	683	174,189	104	19,973	690	190,048	108	20,263
1852	696	184,314	175	33,604	675	188,247	191	37,477
1853	711	218,567	201	33,609	679	218,660	201	35,697
<b>GLASGOW :</b>								
1851	475	95,349	272	52,853	649	154,323	281	56,250
1852	308	72,210	122	32,854	682	184,780	136	30,436
1853	405	91,144	188	47,638	805	219,000	249	64,702
<b>GREENOCK :</b>								
1851	296	102,184	33	10,940	176	71,042	23	7,640
1852	273	98,141	7	2,133	134	49,804	10	2,666
1853	275	94,910	44	13,764	153	55,630	47	12,650
<b>LEITH :</b>								
1851	377	67,154	741	69,415	187	39,087	205	19,657
1852	278	54,562	592	55,400	178	41,171	171	17,742
1853	335	59,683	896	87,869	191	42,959	266	28,929
<b>BELFAST :</b>								
1851	284	53,399	178	36,399	144	37,107	171	37,178
1852	211	40,910	136	26,745	115	27,572	133	27,437
1853	217	40,571	229	41,078	100	23,812	223	43,912
<b>CORK :</b>								
1851	237	50,164	227	50,912	143	36,095	217	50,507
1852	255	54,063	162	37,938	125	29,199	154	36,439
1853	210	43,962	229	51,506	115	27,113	223	52,574
<b>DUBLIN :</b>								
1851	342	59,088	216	50,497	131	36,354	204	48,440
1852	277	53,724	127	25,482	104	26,566	135	26,820
1853	219	42,690	197	38,782	77	23,020	194	38,743

Custom House, London, }  
17 July 1854. }

W. H. Noss,  
Registrar-General of Shipping.

A STATEMENT of the Official and Declared Values of the Exports, and Official Value of the Imports, of each of the Twelve principal Ports of the United Kingdom, during the Years 1851, 1852, and 1853 (in continuation of Parliamentary Paper No. 656, of Session 1851).

	Declared Value of British and Irish Produce and Manufactures Exported from the respective Ports.		
	Year 1851.	Year 1852.	Year 1853.
	£.	£.	£.
London - - - - -	14,489,494	15,802,122	22,991,082
Liverpool - - - - -	37,918,640	38,469,501	47,152,194
Hull - - - - -	10,126,421	9,894,253	10,788,790
Bristol - - - - -	419,958	404,957	852,229
Newcastle - - - - -	939,141	1,043,875	1,141,621
Southampton - - - - -	1,916,737	2,070,270	2,452,864
Leith - - - - -	389,293	491,293	575,067
Glasgow - - - - -	3,499,082	3,570,375	4,968,630
Greenock - - - - -	491,913	418,697	437,522
Dublin - - - - -	50,070	75,182	23,800
Cork - - - - -	109,404	141,074	129,658
Belfast - - - - -	50,183	54,566	35,931
<b>TOTAL - - - £.</b>	<b>70,400,336</b>	<b>72,486,165</b>	<b>91,549,388</b>

*Note.*—The foregoing Statement, embracing a portion only of the information required by the Honourable House, is respectfully submitted as the best Return that can be made to their Order. In respect to the Official Value, whether of Imports or of Exports, it is wholly defective, this Value, which is obtained by calculation from certain fixed rates applied to the quantities of the various commodities, being computed only on the Importations and Exportations of the Kingdom at large. The Declared Value of British and Irish Produce and Manufactures exported being collected from the Merchants' Entries, is ascertainable for each Port individually, and is accordingly exhibited above.

Office of the Inspector-General  
of Imports and Exports, Custom House, London, }  
25 July 1854.

*R. D. Woodisfield,*  
Inspector-General of Imports  
and Exports.

## VESSELS AND TONNAGE.

A RETURN showing the Number of Vessels and of Tonnage entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom; also, the Official and Declared Value of Exports, and Official Value of Imports, for each of the said Ports, during the Years 1851, 1852, and 1853 (in continuation of Parl. Paper, No. 656, of Session 1851).

(*Mr. Horsfall.*)

---

*Ordered, by The House of Commons, to be Printed,  
20 July 1854.*

---

**REPORT**  
**OF AN**  
**INVESTIGATION**  
**INTO THE**  
**LOSS OF THE “ANNIE JANE,”**

**MADE BY DIRECTION OF THE  
BOARD OF TRADE.**

**BY**  
**CAPTAIN F. W. BEECHEY, R.N.**

---

**Presented to both Houses of Parliament by Command of Her Majesty.**

---



**LONDON:**  
**PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,**  
**PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.**  
**FOR HER MAJESTY'S STATIONERY OFFICE.**  
**1854.**

[ 1724 ]

## CONTENTS.

	Page.
REPORT	iii
LIST OF PERSONS SAVED from the Ship "Annie Jane," Passengers and Ship's Company included	ix
LETTER from Sir H. Fitzroy to the Secretary of Privy Council for Trade, enclosing Memorial	
MINUTES OF EVIDENCE, containing Examinations of the following witnesses :—	
Mr. T. H. Holderness, Owner of the "Annie Jane"	1
Captain Schomberg, Government Emigration Agent, Liverpool	4, 53
Lieutenant T. H. Prior, R. N., First Assistant Emigration Officer, Liverpool	8, 40
Robert James, Government Surveyor	10, 39
William Haselden, Government Emigration Surveyor	11
Oliver Shannon, Stevedore	12
Thomas Markham, Second Mate	14
William More, Sailmaker	23
Charles Brown, Seaman	28
Charles Lee, Apprentice	29
Thomas Mason, Carpenter	30
John Morgan, Cabin Passenger	34
James Taylor, Second Steward	36
William Hendrie, Passenger	41, 45, 65
Augus Mathieson, Passenger	43, 53, 63
Abraham Brooks, Passenger	44, 54, 64
George Taylor	49
Alexander Kerr	51
John Taylor	52
William Moore, Sailmaker	55
Donald Frazer, Carpenter	57
Richard Stevens, Seaman	58
William Mason, Master	59, 60, 61
Names of Vessels which have put into the Port of Liverpool with Emigrants on Board, whether English or Foreigners, between the 30th of September 1852, and 30th September 1853, with the Cause of their Putting into Port, and the nature of the Cargo	67
List of Emigrant Ships from the Port of Liverpool, to which Accidents have happened, as nearly as can be ascertained, during the year 1852	68
List of Emigrant Ships from the Port of Liverpool, to which Accidents have happened, as nearly as can be ascertained, during the Year 1853	69
A Return of Vessels that put into the Port of Cork with Emigrants on board between the 30th of September 1852, and 30th of September 1853	70
Names of Ships that have been found defective and unfit for the Conveyance of Passengers, from 1st of January 1852 to the 4th of November 1853	70

## REPORT.

---

MY LORDS,

London, December 30th 1853.

In pursuance of the instructions I received from your Lordships to inquire into the wreck of the "Annie Jane," I proceeded to Liverpool, and commenced the investigation on the 31st October.

I was happy to find, on my arrival there, the Chairman of the Emigration Board, who accepted my invitation to be present at the investigation, being desirous that the alleged grievances of the emigrants should be made equally the subject of inquiry with that which formed the more immediate subject of the investigation.

The "Annie Jane" was a ship of 1,294 tons burthen, owned by Messrs. Holderness, of Liverpool. In August 1853, she took on board a cargo, principally of iron, and embarked 385 passengers; and she had a crew of 35 persons in all (afterwards increased to 41), of which about one half were Canadians. On the 24th August she received her clearance from the Emigration Office, and put to sea the following day; about noon she passed Rathlin Island; the wind was then fair, and the ship had shaped her course for Quebec. Almost immediately after putting to sea the ship was found to roll heavily, and the emigrants suffered much on this account. On the 26th, while running with the wind on the quarter, with whole topsails and top-gallant sails set, the labouring of the vessel was so great that the three topmasts and the head of the mizen-mast were carried away, and the master, at the request of the passengers, bore up, and returned by the South Channel to Liverpool, where he arrived on 31st August, after an absence of seven days.

The passengers, on their return, made great complaints of the over-crowded state of the ship, of the filthy condition in which she was, and of the manner of serving out the provisions, and of the ship in general; and several quitted her under the impression that she would never reach her destination. These complaints were heard in the proper quarter and, as regards the provisions, adjusted by the owner with great liberality, paying each of the passengers a compensation for the injury he complained of, although it did not appear to the Emigration Officer that he was called upon to make the payments to the extent which he did.\*

The master of the ship, who had commanded many iron-laden vessels, being under a conviction that it was the cargo being stowed too low in the hold that was the occasion of the heavy rolling of the vessel, had part of it removed from the run and placed higher up. The mizen-mast was scaphed, the topmasts replaced, and some rigging, which had been a year in use and well stretched, was substituted for the former set, and the vessel was again ready. The crew were now strengthened by an addition of six seamen, which increased their number to 41, including officers, stewards, carpenters, &c.; and on the 9th September, the passengers who had quitted the vessel being replaced by others, the "Annie Jane" again put to sea.

As before, she steered through the North Channel, with the wind at S.S.E., and everything seemed prosperous until the 12th, except that the ship was still found to roll and labour in a very unusual manner, much to the discomfort and suffering of the passengers. On that day (12th), at a little before midnight, the fore-yard broke in the slings, and the foremast head broke short off; the vessel was then rolling very heavily, and the wreck struck with such force against the ship, that her bow was stove in, and much water came in through the aperture. To clear the wreck, the heel lashing of the jibboom was imprudently cut to let the spar go overboard; but, in its so doing, as might have been expected, it broke the head of the bowsprit short off. The ship could now set no head sail whatever, and was forced to lie to. The wind then shifted to the S.W., and blew heavy; the ship laboured violently, the main-deck was constantly under

---

\* See the evidence of Lieutenant Schomberg.

water, and the suffering of the emigrants was so great, that they presented a memorial to the captain, and begged he would return; they were very urgent, and much expression of strong feeling evidently passed on both sides, during which the captain states he heard some one say that he would take the ship from him, and he replied that he would blow the first man's brains out who attempted it. At length he pacified them by assuring them that he would go to the nearest port; they were then in about  $56^{\circ}$  N., and  $11^{\circ}$  W.

On the 18th the weather moderated, and a cross jacksail was set for a foresail, on the stump of the foremast, and some staysails were set on both mainmast and foremast. These sails enabled the ship to veer round, which, the master states, he could not do before, and the wind having got to the N.W., the "Annie Jane" steered for Londonderry.

Unhappily, shortly after this occurred, the wind went round to the S.W., and the captain, fearful of approaching the land in the crippled state of the vessel, again put the ship's head to the westward.

The passengers mistook this evolution for a determination on the part of the captain to proceed to America, and became more than ever dissatisfied.

On the 19th, the wind again increased in violence; the maintopsail sheet gave way, and the Canadian seamen refused to go aloft to furl the sail. The captain endeavoured to shame them by setting the example of going up himself, but to no purpose; the sail split, and ultimately was blown away. The ship was now labouring fearfully in the sea. The master, on coming down from aloft, observed the main rigging so slack, that he fancied the step of the mast had given way, and, on examining the coating with the carpenter, it appeared that the mast had actually sunk. After the wreck the mainmast was examined, and the step was gone, and the heel of the mast was rubbed and frayed like a brush. The rigging was girthed in, but the ship laboured so violently, that the chain plates drew out of the side, and the mainmast broke off at the head. The life boat was washed away from the quarter, carrying the davits with it; it was impossible to stand upon the deck to do anything; the jury foreyard came down, the slings being chafed through, and, for want of being properly secured, was lost overboard. The ship was then in latitude  $58^{\circ}$  N. and longitude about  $9^{\circ}$  W., driving to the northward. About this time a sea struck the ship with such violence, that it broke the spare lower yard on the deck of the vessel in three pieces; the chain cables, which were very improperly kept upon deck without any lockers, broke adrift, and at each roll of the ship surged heavily from side to side, and stove in the bulwark, and broke one of the Canadian's legs (this man was drowned in his bed); and the crew being unable to secure the chain, it was unshackled, and allowed to run overboard. The accommodation for the passengers on deck was entirely washed away, and the female passengers not being able to endure the exposure of coming upon deck, the cabins were in a most filthy and pitiable condition below. The rolling of the ship is described as being greater than any of the seamen had ever before experienced, and in consequence of the straining of the frame, the seams of the planks opened, and the ship leaked so much that the passengers were put to the pumps. About the 24th, the weather became somewhat moderate, and the wind veered to the northward, and some sail was set upon the ship—a jib on the stump of the bowsprit, a top-gallant sail on the foremast, a topmast studding sail for a mainsail, the mizen topsail, and a staysail between the masts. With this sail, however, when the wind was free, the ship went about five miles an hour. She steered towards the coast of Ireland until the morning of the 28th, when the Island of St. Kilda was seen, E. by N. about five leagues. At noon on that day the wind shifted to the W.S.W., and at two o'clock the high land of the Hebrides was seen to leeward, Barra Head bearing about south ten miles. The wind increased to a gale, and blew away all the sails but the foresail, staysail, and close reefed mizen topsail. At ten at night, the Light of Barra bore S.S.W. The ship would do nothing under the sail that was set, and her destruction was seen to be inevitable. It fortunately happened that the master descried a sandy bay, into which he determined to run the vessel, as the only chance of saving the lives of any part of the unfortunate emigrants and crew. She was accordingly wore round, and, with great presence of mind in the master, her course was directed for this spot, which was viewed as a forlorn hope by all who witnessed that terrific



## REPORT.

night. She struck at some distance from the shore, and broached to; the sea swept over her decks, and washed away the house before the mainmast, the long boat, and about 100 passengers, and also three other boats that were on the poop, to which numbers of the passengers had clung as a last resource, and the scene that ensued is beyond description. The foremast unstepped, the heel of the mast went through the bottom, and, in falling, cut the side up; the mizenmast fell in the same way, also ripping the side clean up, and separating the after part of the vessel; the sea washed into the steerage and the cabin through the breach, and the ship heeling over, many of the emigrants were unable to get up from below, and were drowned or suffocated. Added to this, the poop fell in, and crushed many more. The ship very soon broke up, and all who did not succeed in getting aft to the vicinity of the stern frame were drowned, except four seamen, who were saved upon the stem of the vessel. The scene of confusion, and the manner in which the unfortunate emigrants met their death, has been described in the *Daily News*, a copy of which appears in the evidence, and the truth of which has been attested by two of the witnesses examined on this occasion. I will merely add to that account the statement of the witness Morgan, who observes: "The passengers 'broke through the bulkhead into the cabin, and were all screeching. A sea 'struck the ship; I was at once up to my middle in water, and in about two 'minutes all was quiet"—200 souls had, in fact, ceased to exist. The gale rapidly abated, and the morning of the 29th broke fine. The bay in which the awful catastrophe occurred was called Vatersay. The natives came down, and assisted the survivors to land from the wreck, of which the only parts remaining above water were the stem and the stern. On collecting the survivors together, it was found that, out of 385 emigrants, 321 had perished, and of the crew, consisting of 41, 5 had perished.

I have been thus particular in describing the progress of events as they occurred in this unhappy ship, as it probably seldom before happened that such a succession of misfortunes befel a ship in so short a time. On the first occasion of her putting to sea she lost her topmasts, the second, she lost her yards and sails, and then mast after mast was carried away; the ship laboured in an unusual and violent manner, rolling her waterways under at every lurch and tearing everything to pieces; the compass was unshipped, some of the spare spars were even broken upon the deck by the sea, and at the last, being unable to keep off the shore, she became a total wreck.

Upon a careful review of the evidence, which I have been at much pains to collect from the captain and the crew, as well as from the emigrants who were passengers in the vessel, there can be no doubt that the loss of the "Annie Jane" was occasioned by her having taken on board a cargo of iron, without due care having been observed in its stowage. The improper disposition of the weight caused the vessel to roll and lurch so violently, that she tore away her masts, and strained and leaked throughout, and being unable to keep off the land, in her crippled condition, she was ultimately wrecked.

Under these disastrous circumstances she had a crew, who, though in appearance were more than ordinarily good, were not sufficient in number for such a vessel, especially at such a season of the year, and were besides composed partly of Canadians who with very few exceptions were afraid to go aloft at sea, and who either would not or could not understand the orders that were given. By the agreement (A.) there were 41 persons in all, of which 9 were either mates, stewards, surgeon, cooks, carpenters, leaving only 32 seamen for a vessel of 1,294 tons, of which 18 were Canadians, the greater part of whom in the hour of difficulty were nearly useless. It is stated in the evidence, that the refusal of this part of the crew to go aloft was the cause of the loss of the main-top sail, and by one witness of the mainmast, from the impossibility of furling the sail with such part of the crew only as went up.

It would also appear that, after the loss of the fore-top-mast and foreyard, on the 12th September, there was great delay in getting up jury sails, and that six days elapsed before the vessel could be wore round to return towards an English port, during which time she was driving to the northward, which I do not think would have happened in a vessel properly manned. But in the absence of the ship's log, and of the chief officer, who was drowned, I am not disposed to attach too much importance to this apparent negligence. But there can be no doubt of the general inefficiency of the crew.

The numerous accidents which have occurred to passenger ships from this country seem to render necessary some more stringent measures than have hitherto been in operation. From a return of the casualties which have happened to these vessels in the last year, it seems that out of seventeen vessels which put into Cork damaged and leaky, thirteen were laden with iron, and of those which put back to Liverpool seven-ninths had cargoes of the same description.

It is well known that this material forms a most dangerous cargo, unless it is properly stowed, and that no vessel will stand, without injury, the working and straining it occasions under such circumstances. By the evidence of the master of the "Annie Jane," who has been many years employed in the Baltic trade carrying cargoes of iron, it will be seen that he is strongly of opinion that vessels which carry these cargoes should not be allowed to embark passengers, as the space required for them does not admit of the iron, when carried in large quantities, being stowed sufficiently high to render the ship easy at sea; and in the event of springing a leak, there is great danger of the lives of all on board. But without attaching to this opinion more importance than it may seem to deserve, I am disposed to insist on a more rigid supervision of the stowage of the ship. In the Stockholm trade, where deals are plentiful, the iron is raised and kept out of the extremities of the ship and away from the side, by planks and by balking the ship off, but in Liverpool deals are not so plentiful, and a mixed cargo prevents this being done; besides which, it appears that, with the present system, no specific plan of stowage can be followed, as the goods do not come down to appointment, and the ship being advertised to sail on a particular day, whatever cargo is ready must be shipped. The masters have frequently remonstrated against this practice, and also against vessels being brought too deep in the water with these heavy cargoes.\* I am aware that the vessels which embark passengers at Liverpool are so numerous that it is impossible for the present staff of Emigration Officers to exercise a satisfactory supervision in this particular; and, in consequence, I would strongly urge upon the attention of the Emigration Commissioners the propriety of appointing a public Stevedore, whose duty it should be exclusively to superintend the stowage of the cargoes of all vessels engaged to carry passengers,† and to render to the officer in charge of the port a rough statement of the manner in which each vessel's cargo is stowed; and when it appears to him that there is improper stowage, he should immediately represent it; and if it be not remedied, the clearing officer should withhold the certificate. The powers with which the Emigration Officers are armed at present are sufficient for this purpose, if they are freely exercised and the officers firmly supported.

**Complaints of the Emigrants.**

Strictly speaking, it does not fall within the province of my duties to remark upon matters which may be considered as merely those of accommodation and comfort of the passengers; but as it was the desire of the Emigration Commissioners that the validity of the complaints of the passengers on these points should be inquired into, in so doing I am only complying with their wishes.

The complaint of the unduly crowded state of the vessel does not appear to have been well founded, and the improper and negligent issue of the provision occurred only on the *first occasion* of the vessel putting to sea, and for which the passengers were remunerated by the owners on their return to Liverpool. On the last occasion there was no complaint of this nature.

The vessel, however, does appear to have been in a disgraceful condition after she cleared the land, from the temporary nature of the water-closets; but this was increased by the reluctance of the passengers themselves to go upon deck, that their berths might be cleaned, which was even so great that the surgeon was occasionally under the necessity of fumigating the apartments to make them get up. To go further into this question would only be to open out the inconveniences and miseries of emigrant ships. It may be impossible to remedy them all, but I shall offer in advance a few remarks which the present inquiry has suggested, as to what I conceive might and ought to be done to render these vessels more appropriate to the occasion.

\* See the Master's evidence.

† See also the opinions of the Emigration Surveyors.

The complaint of the passengers of the conduct of the captain in recklessly persevering on his voyage towards Quebec, after the loss of the foremast and bowsprit, appears to have had its foundation in the captain not choosing to declare his intentions to the emigrants, and in their ignorance as to what could be done, and was best to be done, for their safety in a ship so disabled.

It was under these circumstances that the petition of the emigrants was presented to the captain for the immediate return of the vessel to port, but which, the captain states, could not at that time be complied with, however desirous he might have been to acquiesce, in consequence of having no head sails to veer the ship until after the 18th, when it was done. On the 19th, however, the wind changed; and the master, fearful of approaching the land in the disabled state of the vessel, again put the ship's head to the westward. This was interpreted by the emigrants as a change of mind in the master, and that he was determined to proceed to Quebec; and, in consequence, they became outrageous after the promise they had received from him that he would proceed to the nearest port.

The master admits that he threatened to shoot the first man who should attempt to take the ship from him, and it is in evidence that he treated with contempt the memorial of the passengers urging him to return, and that he used the expression "Quebec or the bottom;" but all this appears to have been done under excitement, and with a secret determination to put the ship round when he could.

It would have been well if the master had explained to the emigrants his motives in putting the ship's head as they supposed towards Quebec, and if he had used more conciliatory language to them throughout, and made known to them the truth, if it was really his intention to return to port when he could do so with safety; and I certainly think it was his duty to return under the crippled condition of the vessel, and considering all other circumstances.

All the witnesses admit the firm and seamanlike manner in which, as a last resource, the master piloted the ship into that fatal bay; and we cannot but commend his judgment in the adoption of that alternative, rather than that of deferring the awful encounter by a vain attempt to keep off the shore; which, although it might have prolonged life a few minutes more, would in all probability have ultimately been the cause of the entire destruction of all on board.

The complaint of the very temporary and slight nature of the fittings does appear to have been just; and from the evidence of the master it would seem that this is not an uncommon occurrence in vessels of this description, and that as soon as the vessel gets to sea the partitions come down with the working of the vessel. This should be remedied, and the water-closets especially should be more substantially built, particularly those appropriated to the females; which indeed ought not to be in an exposed part of the vessel. In the "Annie Jane," the master states in his evidence that it was quite pitiable to see the women endeavouring to reach these places, getting drenched with the sea, and to prevent exposure to the crew after they were thus washed away, resorting to the lower deck as an alternative, by which the ship was in a very filthy condition.

I am fully aware of the difficult nature of the duty the Emigration Officer has to perform; the responsibility of detaining a ship, under such circumstances, when ready for sea, by refusing a clearance for the inefficient performance of particulars, is very great; still, this responsibility should be incurred and fully authorized. I would suggest, that whenever the Clearing Officer has any good reason to suspect the stability of the fittings, or the stowage of the cargo, or even the efficiency of the crew, either from their ignorance of the language or from any other cause, he be directed to refuse a clearing certificate, and until this is done we cannot expect any diminution of the numerous complaints and more serious casualties which have of late befallen vessels employed in the service such as that in which the "Annie Jane" was engaged.

I cannot close this Report without expressing my thanks to the Emigration Commissioners for their readiness in furnishing every information that was required connected with the duties of their officers; nor ought I to fail to notice their desire to elicit every information which might tend, however

remotely, to render more efficient the system of emigration from this country, and to avert the fearful calamities which have befallen some of the vessels engaged in this service.

I am, &c.,

F. W. BEECHEY.

In consequence of the captain of the "Annie Jane" being detained at the scene of the wreck, his evidence was not obtained until the 14th December, and the report has been delayed in consequence.

F. W. B.

*List of the Persons saved from the Ship "Annie Jane," Passengers and Ship's Company included.*

*1st Cabin.*

Captain Mason.  
Francis Goold, Surgeon.  
Lammert Van Buren.  
Jean François Cornu.  
Marc Ami.  
John Morgan.  
William Anfield, Steward.  
James Taylor, 2nd Steward.

*Steerage.*

Catherine Stanley.  
Bridget Sullivan.  
William Kelly.  
Mary Kelly.  
Amelia Kelly.  
Thomas McCarthy.  
John O'Brien.  
Julia McCarthy and one child.  
Mary Sheridan.  
James Grogan.  
John Kingston.  
Mary Clifford.  
John Clifford.  
Alexander Walker.  
Thomas Kavanagh.  
James Kelly.  
Martha Marrah.  
Mary J. Getty.  
Catherine Burt.  
Mary J. Crothens.  
James Farrell.  
Thomas Hawkina.  
Edward Donnelly.  
Rosina Nohen.  
Frederick Nohen.  
Patrick Kelly.  
Ellen Kelly.  
Tim Donovan.  
Patrick Donnell.  
George Kingston.  
Patrick Shea.  
Alexander Allen.  
Mat Toomey.  
George Lennox.  
Jim Rogers.  
John Rogers.  
James Rogers.  
John Brooks.  
Abraham Brooks.  
Charles Smith.  
Donnell Frazer.

William Frazer.  
John Parry.  
David Caullen.  
Corney Mahony.  
John Townsley.  
James Admonson.  
William Reynolds.  
Robert Walter.  
Edward Shanehan.  
Alexander McCormic.  
Walter Fannier.  
Mat Hayes.  
John Macnamara.  
Agnes Mattison.  
William Shack.  
Rachel Barry.  
Margaret McCauley.  
Mark Donough.

*Crew.*

Thomas Markam, 2nd Mate.  
William Lewis.  
William Moore.  
Thomas Mason.  
Charles Lea.  
Thomas Tillister.  
William Lancaster.  
Thomas Halcrow.  
Richard Stephens.  
Charles Burnett.  
James Sword.  
Christopher Kelly.  
Francis Welch.  
James Wood.  
Mat Irwin.  
James Marshall.  
John Hutchison.  
John Jackson.  
Charles Garrett.  
James Allen.  
Edward Roberts.  
Charles Brown.  
Anthony Lizzard.  
Theodore Sherritt.  
Odu Limiez.  
Tom Berniez.  
Longlinwarre.  
Joe Dean.  
Joseph Miller.  
Archy Jameson.  
Edward Duray.  
Thomas Gibbraith.  
ame s Boyd.

Passengers and Child	-	-	-	-	64
Captain and crew	-	-	-	-	37
Total saved	.	-	-	-	<u>101</u>

COPY of a LETTER from SIR HENRY FITZROY to the SECRETARY of the  
COMMITTEE of PRIVY COUNCIL for TRADE enclosing Memorial.

Sir,

Whitehall, October 1853.

I AM directed by Viscount Palmerston to transmit to you, to be laid before the Lords of the Committee of Privy Council for Trade, the enclosed Memorial, relative to the loss of the "Annie Jane" emigrant ship, which vessel was wrecked on the coast of Barra, on the night of the 29th ultimo.

I am, Sir,

Your obedient servant,

James Booth, Esq.,  
&c. &c. &c.

HENRY FITZROY.

To the Right Honourable the Lord Viscount Palmerston, Her Majesty's Secretary of State for the Home Department.

The HUMBLE MEMORIAL of Donald Frazer, Joiner, Aberdeen, and others, part of the survivors of the Passengers of the "Annie Jane," of Liverpool, and John Mitchell, Engineer, in Glasgow, and others, friends and relations of the said Passengers, resident in Glasgow,

Showeth,

That the Ship "Annie Jane," of Liverpool, laden with a Cargo of iron rails and General Cargo, left the Port of Liverpool on the 24th of August last to prosecute a voyage to Quebec, having, it is believed, BETWEEN FOUR AND FIVE HUNDRED steerage passengers on board.

The Vessel proceeded on her voyage for about four days, and suffered very severely from stress of weather, the whole of the Masts having gone overboard, and the rigging and sails being lost, and at the unanimous request of the passengers, Captain Mason, the Master of the Vessel, returned to Liverpool to refit.

During the time that the Vessel was at sea the quantity of provisions served out to the passengers was not in conformity with the Act of Parliament, and, in particular, instead of *ten pounds* of oatmeal each for that period, they received *only one pound four ounces* each, and no flour or salt, the penalty for not serving out the full quantity of provisions on board of emigrant ships being from five to fifty pounds for each individual emigrant.

That the whole of the steerage passengers of the "Annie Jane," on their arrival at Liverpool, proceeded, by a Deputation from their number, to complain of the manner in which they had been treated in respect to provisions; and with that view sought the assistance of Her Majesty's Emigration Agent at Liverpool. They also were most anxious to receive back their passage-money and remain on shore, and not proceed again with the ship, their confidence in her sea-worthiness being altogether destroyed; but their application to the Owners for the return of their passage-money, as well as to the Government Emigration Agent, at Liverpool, for assistance and advice in the trying position in which they were placed, resulted in no practical benefit, and the vessel was again roughly overhauled and sent to sea, the alternative being offered them either of re-embarking or of being left to perish of starvation in the streets.

That the majority of the Emigrants were poor men having disposed of their all in order to proceed to Canada, and having nothing of value but their tools, and being without money or friends, the alternative of being left in Liverpool appeared worse than re-embarking,—but that it was a universally expressed opinion that they had been all-treated, not only by the Owners, inasmuch as the ship was not properly fitted up, or served with provisions, but also by the Emigration Agent at Liverpool, who passed the ship in the most careless and superficial manner, and who paid no sufficient attention to the reiterated complaints of the Passengers—as may all be proved in the most ample manner before any Commissioner who may be appointed to take evidence on the subject.

That the ship again proceeded to sea, and after being out about four days, lost the fore and main masts, the jib-boom and life boat, and shortly after the binnacle, and at the earnest request of the whole of the Passengers, the Captain consented to make again for the Port of Liverpool, but having changed his resolution shortly after, he again altered the ship's course and actually proceeded for a period of nine days after that time, with only a jury fore lower yard, and the mizen-mast, which latter was of no use, and though the passengers petitioned him not to proceed but to land them at any port in the United Kingdom he chose, when they would cheerfully relinquish any claim to passage-money, he refused to do so, threw their petition into the sea, and threatened violence if any further application was made to him on the subject,

It having been at length seen that it was useless in such circumstances to attempt to carry the vessel farther, Captain Mason consented to return; but the vessel was now more or less unmanageable, and drifted towards the land till the night of the 29th ult, when the vessel was wrecked on the coast of Barra, upwards of 300 persons on board perishing, many of whom belonged to Glasgow and the surrounding districts.

Your Memorialists, some of whom are survivors from the wreck, and others are the relations and friends of the shipwrecked Passengers, while deeply deploring this melancholy catastrophe, cannot but think that the circumstances exhibit a disgraceful recklessness for the lives of the passengers on the part of those interested in the management of the ship, while they cannot but complain that Her Majesty's Emigration Agent manifested but little interest for the welfare of the unfortunate passengers on board; and they feel assured that your Lordship, on taking into consideration the foregoing facts, which the Memorialists are ready to prove, will not hesitate to order such an inquiry to be made into the circumstances as will necessarily bring out on whom the responsibility rests for the sacrifice of so large a number of human lives.

The Memorialists therefore humbly pray that your Lordship may be pleased to issue a Commission for a searching inquiry to be made into the facts connected with the loss of the "Annie Jane," and to report the same to your Lordship, with the view of your Lordship directing such farther steps to be taken in the matter as may be necessary for the vindication of the ends of Justice, or to do otherwise in the circumstances as to your Lordship may seem fit.

JOHN GIBB.	JOHN MURRAY.	DONALD FRAZER, Survivor.
JOHN CAMPBELL.	CHARLES SMITH.	WILLIAM FRAZER, Survivor.
JAMES PRATIRE.	JOHN MITCHELL.	JAMES RODGER, Survivor.
GEORGE MURRAY.	GEORGE HOSSACK.	ABRAM BROOKS, Survivor.
DANIEL GRAHAM.	ADAM KERR.	ANGUS MASHESON, Survivor.
JAMES CAMPBELL.	AGNES McCLEMENTS.	GEORGE LENNOX, Survivor.
JOHN LAING.	<sup>Her</sup> CHRISTINA <del>X</del> WOOD.	CHARLES SMITH, Survivor.
ALEXANDER KERR.	<sup>mark.</sup>	
WILLIAM ROSS.	DAVID CAMPBELL.	





---

**MINUTES OF EVIDENCE.**

---



## INQUIRY

INTO THE

Loss of the EMIGRANT SHIP "ANNIE JANE," of Liverpool.

Liverpool, 1st November 1853.

Before CAPTAIN BEECHEY, R.N.

*[Transcript of short-hand writers' notes of evidence, &c.]*

T. C. MURDOCK, Esq., Chairman of the Emigration Commissioners, was present during the whole of the Inquiry.

CAPTAIN BEECHEY said: This is an inquiry into the causes and circumstances attending the loss of the "Annie Jane," a vessel employed in the conveyance of passengers. She left this country on the 24th August, and, according to the statement, she had not been out long before she lost her masts in a gale of wind; she returned to this country; she sailed again some few days afterwards, and on the 28th September, a month and four days after her first departure, we find her wrecked on one of the Hebrides, the Island of Vatersay. I am, therefore, directed to inquire into the circumstances attending the loss of this ship—not only those circumstances which attended the immediate loss, but also those which led to the loss or in any way contributed to it; and though I am not in any way directed to inquire into the grievances of the passengers, yet, as much has been said of the discomfort of the people and about their provisions and other matters, I shall receive the testimony of both sides and hear all that they may have to say, either *pro* or *con.*, so far as they may wish of themselves to give the evidence. As this is merely a report into the circumstances, and as there may be subsequent proceedings, a witness is not compelled to say anything which he thinks will criminate himself; but I should hope that we would have as full evidence as it is possible to give, in order that all the circumstances connected with the case may be fairly and openly laid before the public. In receiving the evidence of the passengers, it has been with the entire concurrence of the Emigration Commissioners. I believe it is their desire, as much as it is that of the Board of Trade, that the whole proceeding and everything connected with it may be fairly laid before the public, or else I should not have interfered with that part of the inquiry. Having said thus much I shall begin with Mr. Holderness, who I believe is the owner of the ship, and I will ask you (the other witnesses in attendance) to retire, if you please, until he has been examined.

T. H. Holderness.

1st Nov. 1853.

Mr. THOMAS HUNTER HOLDERNESSE, Owner of the "Annie Jane," examined:

1. You are the owner of the "Annie Jane"?—I am.
2. And the agent?—And the agent.
3. Can you give me first of all her tonnage?—1294 tons.
4. How was she rated at Lloyd's?—The highest grade possible for colonial built ships.
5. How does she stand at Lloyd's?—A 1, for seven years.

Will you give me the manifest?

*Witness handed it in.*

*Witness:* Although we are agents there are brokers employed under us; it is signed by the broker, Mr. Gurvin.

6.—Can you say how much iron cargo you had—how many tons—it is mixed up here?—About 800 tons.

7. What is the build of the ship; is she a sharp vessel?—No, she is not; she has sharp ends, long flat floor.

8. Is she oak or fir?—Her floors are of oak, first and second buttocks oak, her top timbers African teak, planked on the outside with elm in beam, oak bands part of them, and the remainder is African teak. She was built under special inspection, under a contract.

9. What passenger decks had you?—We had a 'twixt decks the whole length of the ship, and the poop came nearly to the mainmast.

10. Was there a main deck?—A main deck for passengers, and the poop, and the house.

*T. H. Holderness.*

1st Nov. 1853.

11. Have you any plan of the arrangement?—We have not. Very fortunately, the sister ship, that was built at the same time, of the same dimensions within a few inches, and in all respects the same, except that the class is for one year less grade, is in the Liverpool Docks now—a vessel which came to my care, which I sold to Mr. Greaves; and she will give you the best idea of the “Annie Jane.”

12. What date did the “Annie Jane” sail from this country on her first start?—On the 24th August.

13. What date did she put back?—She arrived on the 2d September.

14. Have you the clearing certificates the first and second time?—I have none of them, because the clearing certificates are lodged with the collector of customs, and it is only by that means we obtain our clearance. We get two certificates; we first get a certificate from the surveyors, or rather the emigration agents; after that we get a certificate from the clearing officer of the ship, and that enables us to clear at the custom house.

15. Was the ship insured?—Partly.

16 To what amount?—About 9,700*l.*; her value was between 13,000*l.* and 14,000*l.*

17. And were the passages insured?—The passage money was insured, according to the agreement with the passenger broker. The passenger broker is held liable by the shipowner for all detention monies on the ship putting back, or any claim that may fall upon the ship in consequence of her carrying passengers. The responsibility is assumed by the emigration broker, and for our protection we generally agree to insure the risk, he paying the premium.

18. Was that done in this case?—I don't know that the accounts have been finally settled with the passenger broker, but we effected on that account to the extent of 1,000*l.*

19. Can you furnish any information as to the manner in which the ship was stowed?—I cannot speak from my own knowledge; I believe that the surveyors for the emigration agent always are cognizant how the ship was stowed, but I don't know that they are aware of the minutiae; and our stevedore is here. He is within call.

20. Then will you state what you know as to the stowage of the cargo generally?—The first cargo taken in was a lot of about 200 tons of bar iron, and about 200 tons of pig iron, which was taken in the lower hold, raised up, checkered as much as it possibly could be.

21. How much?—I cannot speak as to how much; I should think that 200 tons would raise four or five feet: but the stevedore will speak more exactly.

*Captain Beechey*: I only want you to state exactly what you know.

*Witness*: The next cargo taken in was a quantity of soap, in boxes.

22. Where was that stowed?—If you will allow me a sheet of paper, I will give you a rough sketch. (*Witness described*). It was stowed in the 'twixt decks, and formed a bulkhead with the fore part of the vessel.

23. You have no orlop deck?—We have none. She is stowed upon the lower deck. This was followed with thirty tons of rice and paper. Afterwards we took in, I think, 100 tons of railroad iron, with which we levelled the ship off on the 'tween decks. I now give a general outline of the cargo, and will put in the particulars in a plan from memory to-morrow. Then twenty tons of sheet iron went along the wings of the 'twixt decks on the side of the vessel to keep any of the ends of the railroad bar iron from injuring the vessel. Then on the top of that iron, close to the mainmast, there was some machinery taken in, which was to form another bulkhead right across, and the remainder of the space, till you come to the main hatch, was filled with rope. We had about eighty tons of rope on board. There were also some yellow metal bolts, and the rest of the cargo you will see in the manifest.

24. Was there any general cargo, light cargo, or such like?—There was some hemp, and a small quantity of tea. Then in the run of the ship twenty-five tons of carriage springs were stowed.

25. Were they loose?—Just the large bow, of the springs; they were particularly light. As I said before, the pig iron was used as a sort of dunnage to the vessel. There were about twenty tons of it nearly all the way along, and it was raised. In this part, abaft the mainmast in the aft-hold, we carried two or three parcels of iron, raising it well up, and the remainder of the 205 tons of railroad iron; and on the top of that we put the remainder of the cargo. We assume that she had about 1,100 tons.

26. Of iron?—Of weight; about 800 tons of iron.

27. Then pig iron was upon the floor as dunnage?—Yes.

28. All fore and aft?—Yes.

29. Raised up about four feet from the floor?—No; these iron rails were raised a great deal more. There were 200 tons of pig iron first taken in. The pig iron we floored with, and laid the rails upon the top of that.

30. Had you any board or light goods between the bar iron and the pig iron?—None.

31. No dunnage?—No.

32. Will you be so good as to describe the position of the passengers' cabins?—The passengers were on the main deck, half of the lower deck from the foremast forward, on the lower deck, in the poop, and in the house on the main deck.

33. Now I will ask you as to the condition of the masts, and the rigging of the ship?— *T. H. Holderness.*  
They were perfect.

34. What date was the rigging?—May; she was only launched in May.

1st Nov. 1853.

35. Was this her first voyage?—Her first voyage; she had performed but one voyage across. Her rigging was set up previous to her leaving.

36. Where was she fitted?—In Quebec.

37. Was the rope of this country?—Yes.

38. And shrouds?—Yes; it is all classed by Lloyd's. She was not only A 1 in ship, but as far as stores were concerned.

39. And were her masts and yards of this country?—No; they were all the produce of America. The topmasts after the first accident were renewed here with pitch pine.

40. Dantzic?—No; Savannah. How we fitted her out so quick, the owner of the ship we had just sold gave me leave to take her alongside his ship, that I might take from his ship anything that I wanted, to save me the time of making the spars, by taking his, which were perfectly new, into the ship.

41. Now with respect to her crew?—Her ordinary crew; the way we rate her in the office is 30 hands, all told.

42. You had a master?—We had a master.

43. One mate?—Two mates, first and second.

44. With respect to that, I see upon your agreement you have signed one mate; you call your second mate a "seaman"?—I do not understand the alteration.

*Captain Beechey*: I understand it perfectly. That is the way you evade the Mercantile Marine Act?—I was not aware of it.

45. His wages are £4 a month I see by the agreement?—Yes.

46. Now how many seamen?—I do not know the number of seamen; forty-six with apprentices.

47. Forty-six in all, including master, surgeon, and four apprentices.

48. How many apprentices?—I think four.

49. What date did the vessel return?—I think on the 2d of September.

50. And what were her defects?—The loss of her three topmasts and the mizen masthead.

51. Is that all?—The most material defects; I think that is everything, together with the sails and rigging connected therewith.

52. What was the statement of the master to you; the reason of his putting back?—The loss of his three topmasts, and that he had consulted with Captain Rose, who was on board also.

53. A naval captain?—No, he bears a commission; he is a lieutenant, an officer in the navy, and resides in Canada, and he had been in about bringing ships to our consignment, and he was going out with his wife to bring a ship when completed.

54. Is he here now?—He is drowned, poor man.

55. Do you know how far the ship had got?—12° west.

56. Out of the thirty-five seamen, how many Canadians were amongst your crew?—*Witness (after referring to a list)*: Seventeen.

57. Did all the crew go out the second time that came back in her?—Every one of them.

58. Could all these Canadians speak English?—Not all of them; a good number of them could.

59. Can they all understand English?—They can all to a great extent understand English. Many of the Canadians speak good English, and could speak very little French.

60. Now with respect to the provisions; have you any account of the provisions on board, of the quantity and quality?—No, none. The provisions are under the instruction and superintendence of the Government agents, both as to quantity and quality, and therefore we do not know any more than that they are carefully put away.

61. When the ship returned to Liverpool, were any complaints made to you by the passengers of anything?—There were several; not to me personally, but to Captain Schomberg, and he sent for me.

62. Perhaps Captain Schomberg will relate this, and save you the trouble?—I dare say he will.

63. No complaints were made to you, save what came through the emigration officer?—None.

64. When the ship returned to Liverpool, was she perfectly tight?—Yes.

65. Then she put to sea, having made her defects good?—Yes.

66. You furnished the masts to her?—We furnished the topmasts the second time.

67. The rigging, and so forth; you made good every defect, in fact, in that way?—Perfectly.

68. What was the rigging?—New.

69. New rigging for that occasion?—No; it was not when she lost her topmasts; she lost the rigging too, and it was made good from another ship that had been in use one month at sea, and had been refitted for India.

70. And her topmasts?—They were new pitch pine.

71. Was any alteration made in the position of her cargo on that occasion?—At the suggestion of Captain Schomberg, who said he thought she might have rolled from the

T. H. Holderness. weight below. I differed with him from the knowledge of what she had in the 'twist decks; but at his wish, we raised fifty tons of Canada plates, about thirty tons of pig-iron, and some rope, filling up a small space that was left here between the machinery. We put what we lifted from here on the bottom of the ship, and placed it here (*describing the position to Captain Beechey*).

1st Nov. 185

72. Have you anything that you wish to say in reply to what has appeared in the press?—To none that I have seen, with the exception of the first article in the *North British Mail*, to which I wrote a reply, which appeared in the paper and the editor's remarks the same day that he put it in. I have only seen a small portion of what I understand has been written. I have had a paper sent to me to-day; there is some paragraph in it to-day. I asked the editor to send me a paper, but he declined; at least he did not send it. I wish to correct a statement which has appeared in the *North British Mail*, with respect to the tonnage of the vessel, the quantity of the cargo, and the stowage of the cargo, which is in error. Instead of being 1,000 tons, as the editor states, she is 1,294 tons; and instead of having 1,500 tons of railroad iron and other railway materials, the extent was not 250 tons, and the total quantity of iron about 800 tons.

The witness then retired.

Capt. Schomberg. Captain SCHOMBERG, Government Emigration Agent at the Port of Liverpool, sworn and examined:

73. (*Captain Beechey*.) Will you state what you know of the "Annie Jane"?—Shall I read you the letter that I wrote on the subject to Mr. Murdock on reading in the paper that there was a complaint?

74. No; first of all I want to get the particulars of the ship?—I did not clear the ship; I am not the clearing officer; I directed steps to be taken by the officers under me.

75. Perhaps I should do better by asking you what are your duties. With respect to this ship, what were your duties as regards her efficiency, equipment, passengers, and so forth. Is she not an emigration ship?—She is an emigration ship, but private; not a government ship. Perhaps I had better relate what passed when I was in the underwriters' room on the return of the "Annie Jane" from her first voyage.

76. You will perhaps be so good as to explain what your duties are. What is the nature of the investigation made by you, and the officers under you, when a vessel is taken up for the purpose of conveying emigrants; the inspection which she undergoes, and what is done before the vessel can be cleared?—When a vessel is put on the berth for passengers, a requisition for survey is sent in by the owner. I direct the surveyors to proceed on board and inquire into the general equipment, fitting, general efficiency, and measurement of the ship for carrying passengers. (*The form of survey is there, in the book of instructions to emigration officers.*) Requisitions are also sent in for surveying provisions, stores, water casks, and water. When complete in all these appointments, an officer clears the ship. The duties of the officer are to see the general sea-worthiness of the ship; that the people have their provisions served for the day; that her internal arrangements are all perfect; to see to the muster and medical inspection of the passengers; that the detention money is paid in case the ship has been detained beyond her day. He is to listen to any complaint that may be made by any passenger, and see it rectified, and muster the crew; and when all is perfect, a clearing certificate is given.

77. Whose duty is it to look especially into the masts and rigging, and fitting of the ship?—The surveyors, the clearing officer, and myself.

78. Which of your officers looks immediately to the efficiency of the crew?—The clearing officer; he musters them.

79. To the stowage of the cargo?—If there is anything wrong in the stowage of the cargo, the clearing officer will see to it. By the 26th clause of the Passenger Act he can object to clear the ship if she is too deep, or if, in his opinion, there is anything improper in the stowage of the cargo, as the clause gives him power to refuse his clearance if she has anything on board "which, by reason of its nature or quantity, shall be deemed by the emigration officer at the port of clearance likely to endanger the health or lives of the passengers, or the safety of the ship."

80. Is that the only power that you have to interfere with the stowage of the cargo?—This is the only power.

81. Is there any species of cargo which is termed doubtful, or doubtful articles?—Yes. The 26th clause says: "No passenger ship shall clear, or proceed to sea, if there shall be on board as cargo any horses, cattle, gunpowder, vitriol, lucifer matches, guano, green hides, or any other article, whether as cargo or ballast."

82. The Act leaves it to your judgment as to whether certain things which are named in the instructions of the emigration commissioners as being of a doubtful character, are to be permitted to be taken?—We can withhold the certificate if there is anything to endanger the lives of the people. The custom of the Board has been to limit as nearly as possible the quantity of dead weight of emigrant ships to two-thirds of the tonnage of the ship.

83. Then, as iron is known to be a very dangerous cargo, if carried in quantities, do you exercise any control, or any supervision at all, with respect to the stowage of that iron? —Yes. We recommend its being built up.

84. In the case of the "Annie Jane" was that particular supervision made?—I myself directed, after her return to port, that a portion of her iron should be carried on the passenger deck.

85. I ask, when she first went, whether that supervision was exercised?—I think not; not particularly. She had not more than two-thirds.

86. I allude more particularly to the manner in which the iron is stowed. It is well known to all maritime people that iron is a cargo that requires particular stowage, and that, without such attention to that stowage, the ships are in danger. My question is whether that supervision was exercised on the present occasion when she first put to sea?—It is exercised to all—generally. No objection was made. But as I did not clear the "Annie Jane" myself, I did not ask that particular question on the first clearance.

87. Is it usual for vessels with that cargo to be taken up as passenger ships?—Constantly. The American trade ships usually carry iron to a very great extent.

88. When the ship returned into port, did you make any alteration in the cargo?—Yes.

89. Will you state what it was?—I desired the owner to raise the cargo, and stow a large portion of his iron between decks, which was bulkheaded off for the purpose.

90. Why did you make the alteration?—Because we thought it would benefit the ship.

91. In what way?—In her motion.

92. Then you thought the cargo—the iron, too low?—Yes, I thought it was too low.

93. What would be the effect of that?—I thought it would ease the motion of the ship.

94. Why did you consider it was uneasy?—Because it was said that she rolled a good deal. I received intimation on the return of the ship, that she rolled a good deal, which was naturally so when she lost her topmasts.

95. Was it your opinion that the loss of the topmasts was caused by her uneasy motion?—No; from what the captain said, and from the statement of a naval officer on board. He said her motion was considerable, but that he thought bad ironwork had caused the loss of the masts.

96. Did you inspect the crew?—I did not. The clearing officer inspects the crew.

97. When the vessel returned, were any complaints made to you?—Yes.

98. Would you wish to make any remark on what they were? It is no part of my inquiry, as I told you before; but there have been complaints made, which, perhaps, you would like an opportunity of answering. For instance, a passenger states:—"On our arrival in Liverpool, after being ten days at sea, we went to the government inspector and stated our grievances, which we laid before him in writing, and craved inspection; when we were told to call next day, and prove before the captain and owners. Next morning, after assembling, we appeared before them, and the government inspector asked the deputation, individually, what we had to say against the captain and owners. The first who answered was an engineer from Manchester, who said, we were all used like pigs. The inspector, thinking him too rude, said, 'Plenty of that,' and called upon another, who replied by desiring them 'to read the article of grievances placed before them on the previous day,' as we still adhered to the same statement; but he declined complying with the request. He asked another, who said, 'We complain of the filthy and overcrowded state of the ship, and a great number having paid their berths in full, had no berths, but had to lie on the deck, on the top of the chests. We mentioned a case of two young boys and a girl, brothers and sister, who had no berths; and when we examined the tickets we found the number the same as the berth occupied by parties holding the same number; and on complaining to the officers of the ship, they said they had nothing to do with it. The government inspector said to him, 'Do you expect to be as comfortable in a ship as at home?' and as regards the tickets having the same number, he said, 'It was not right.'"—Perhaps you could reply as to that first?—With respect to the first complaint: a deputation came from the ship, and I received them in my office, and heard what they had to say. I directed the owner and the captain to be present. The first complaint was made by a person who said, "He had not had his oatmeal," and several passengers brought up different proportions of oatmeal which they said they had had during the voyage, complaining that they had not had the exact quantity, and that it had not been served by scales. I then asked the captain why the law had not been carried out in this point. He said that the oatmeal had been served all day long; that two barrels of it were standing on the deck, and that the people were too lazy to come from their berths to take it. As it appeared they brought oatmeal back, it was very evident that they were not very hungry; and one man stated that he had brought it and kept it to prove against the captain.

99. Can you state his name?—I cannot state his name. The owner, Mr. Holderness, heard his statement; he said "I am ready, Captain Schomberg, to do anything that is reasonable for these passengers. I have paid them four days' subsistence money, and am ready to give them the price of a week's provision, provided they choose to receive it." I considered this a fair remuneration. With respect to the state of the ship, she was then under a refit; the passengers had had their subsistence money paid them; therefore they are not supposed to live on board, and in the state the ship was in, of re-stowing the cargo and refitting the rigging, it was not possible, if they did live on board, to have her in the usual state emigrant ships are kept in. The rudeness of one of the passengers, who, when

Capt. Schomberg.

1st Nov. 1853.

*Capt. Schomberg.*

1st Nov. 1853.

I had listened to all they had to say, and had every wish to give them redress, was very rude to me; he said he would have his law, and I said, "I am a captain in the navy, who am ready to listen to you or to any other person making complaint, but I am not a lawyer, and if you wish to see a lawyer, there is the door."

100. How do you explain the charge which they make of two persons occupying the same berth?—She was a measured ship, that is to say, every person is allowed twelve superficial feet. It is the duty of the clearing officer to see that every person has his berth. I inquired of Lieutenant Prior if that was done, and I have reason to believe everybody had their berth, from the usual way in which he does his duty.

101. The words here attributed to the officer are, when this explanation was made, that "It was not right." Was the fact proved?—It was not true, because, if the officer cleared the ship with the people not properly berthed, he did not do his duty.

102. After the ship returns to port, if the owner pays the subsistence money, the people are not supposed to live on board; they get that money on purpose to provide themselves with lodgings?—Yes.

103. When the passengers go on board the ship they are supplied with a ticket?—Yes.

104. Which ticket you have a record of?—We keep a slip from it; we have no record beyond that.

105. You know how many go on board?—Yes.

106. Are they numbered at all?—Yes; every person has his number.

107. Then are their berths numbered?—Yes.

108. And every ticket should go into a particular berth?—Yes.

109. Then, if there were two tickets to one berth, that was a mistake?—Yes, that was a mistake.

110. Then, whose duty is it to see that these tickets correspond with the berths?—The clearing officer's duty.

111. Then the clearing officer will answer this question?—Yes; I should think so.

112. Then we will read on:—"The captain asked me what I had to say against him; and I said, seeing the dangerous position the passengers and ship were in, with the loss of masts, how he did not return when the passengers petitioned him, and also how he did not accept the services of the Cork pilot when he offered them, or allow the pilot to go and send out a steam-tug. The government inspector said, 'If I had been the master of the ship I would not have turned for you!' " Have you any remark to make on that?—I have this remark to make, that the passenger alluded to said, "he knew the captain's duty better than the captain himself," and also, "that he knew when it was necessary to come back;" and I said "he was there to obey the captain, and the captain was put there because he knew, and if he thought it necessary to come back, that he was fully justified—that he was responsible."

113. Then it goes on:—"I said again that the provisions was the principal things we attempted to prove breach of contract in. First, in not giving them by weight, as per agreement; secondly, we can prove having received only 1lb. 4oz. of oatmeal in lieu of ten pounds for this last ten days, which we produce, and no flour being served out. The inspector answered, saying, 'Do you think that this gentleman (pointing to Mr. Holderness) would try to cheat you out of your provisions?' We said we did not care whether it was with intent to cheat or not, all that we had to prove to you was, that we were cheated, both in quantity and quality." Allow me to ask you, is it your duty, when the ship puts back with emigrants, to inquire into and redress grievances?—Yes.

114. Then these are some of the grievances that were made to you by these persons on the return of the "Annie Jane"?—Yes.

115. Were these grievances redressed?—I consider they were fully redressed. Mr. Holderness offered a reward; if they had refused their reward they would have been taken to a magistrate. I offered them to go to a magistrate. Mr. Mansfield generally decides these points. If they receive an indemnity they do not go to the magistrate.

116. Then, in your opinion, you satisfied the complaints by Mr. Holderness's offer?—I think they were satisfied until the day before the ship sailed, and if they had not been satisfied, they must have refused the compensation, and again referred to me.

117. Or have referred to the magistrate?—No; to me. It must go through me to the magistrate. I must lay the information.

118. They then go on to say:—"We also said we wanted our passage-money back, or be provided with a better ship?"—That was the first thing they wanted; that was the respect in which they could not be satisfied. I had no power to cause Mr. Holderness to give them their money back, which he was unwilling to do. I begged it to be done, but I could not enforce it, as will be seen from the forty-seventh clause of the Passenger Act. But he did return it to those very men who wrote that letter of complaint—to William Hendrie and James Turner, in my presence, whom I believe to be the two people who addressed that letter.

119. Have you any return of the deck space; of the passenger space of that ship?—Yes; it is here. You mean the superficial feet.

120. Yes.—4,626 feet.

121. And how many passengers had she?—385, and she could carry 385½.

122. Can you put in a list of the passengers that she took?

(Witness then handed in a list of the passengers in the ship, which she took out the first and second times. The list of those taken out the second time is dated 23rd August.)



*Capt. Schomberg.*

1st Nov. 1853.

Witness proceeded:—From these lists it will be seen that she had not more than her legal number of passengers, according to superficial feet.

123. Now, with respect to the passenger accommodation, does your clearing officer take care that the bulkheads are of such a nature that the passengers' accommodation shall be ensured to them. My question is this:—Whether the clearing officer is to satisfy himself that the passenger accommodation is such that it cannot be interfered with by the shifting of bulkheads, or any other alteration which the captain of the ship may think proper to make when he gets out?—The clearing officer is to satisfy himself on this point.

124. Have you any return of the passengers which were saved from the vessel?—I have nothing official; merely from the owner. The owner's list—that is all I have.

125. When a passenger-ship is wrecked, what are your duties. Are you at all in any way connected with what is to be done?—On the spot of the wreck or here?

126. In any way. Have you any duties connected with the vessel in any way?—The passengers are to be returned to the port from which they started.

127. What are your duties?—To report the wreck to the commissioners, and to await their instructions, and afford any assistance that I can give them.

128. Have you anything to do with the passengers that were saved?—I forwarded them to this port by steamers that were sent by the owners.

129. Is there any person in your department who is officially to give a list of the survivors of the passengers?—No; no person reported themselves at my office: there is not a soul that has come to the office since they were saved.

130. Had you any means of ascertaining what number of the individuals of the passengers are survivors?—I have no means except through the owner, whom I direct to return them their passage-money; or if they wish it, to forward them to the place they intended to go to.

131. There is no authority to interfere, in case of wreck?—No.

132. We want to know how government will get at that species of statistic of passengers who are lost on these occasions?—I have no list whatever.

133. You had no list of survivors?—None.

134. And it is not your duty, to take any means to provide yourselves with a list of the survivors?—No; but it is my duty to see that the survivors have their passage money returned to them.

135. And with regard to the efficiency of the ship on her second starting. Your clearing certificate may be taken as evidence of your being perfectly satisfied yourself as to her seaworthiness, and so forth?—Perfectly; that and the surveyor's report.

136. When a vessel is taken up for a passage of this kind do you make any enquiry at all; or is it your duty to make any enquiry, or the duty of your clearing officers, as to the officers who command these vessels being efficient? Would the efficiency of the crew come under your supervision, and the efficiency of the master and mates particularly. The master of this vessel was a certificated master under the old board, of second class qualification only?—Yes; he passed under the old board.

137. But it was a second class and very inferior examination?—Yes.

138. The first mate was not a certificated man at all; and had not passed any examination?—Yes.

139. The second mate was a passed mate?—Yes.

140. Is it any part of your duty to observe the qualifications of the officers?—If I knew a man who was not qualified, I would direct him, as captain of the ship, to be changed; or if I found him guilty of drunkenness.

141. If you knew him. But had you taken measures to ascertain that he was a qualified man?—Yes; in this particular instance the owner reported to me that the captain had served him for a considerable period; and, for his good services, that he had put him in the best ship he had.

142. As to the mates?—The mates I did not personally inquire into; but the clearing officer inspects them; but in government ships I invariably inspect and question the whole of them, as also the crew when I muster them.

143. You have no rule, then, with respect to masters commanding these vessels having passed examinations?—The certificate of service is sufficient for a captain of a private emigrant ship. There are no rules to that effect; the law gives the emigration officer no power to object to the master of a vessel, unless he knows him to be inefficient.

144. What were the reasons assigned by the passengers who came to Liverpool for their quitting the ship?—Some thought her very uneasy, and disliked taking their passage in her.

145. Did they consider her dangerous?—Two men complained of her motion, and said they would not go in her.

146. It is stated in this document, that the foremast was carried away; you have stated that the topmast only went overboard?—She did not lose her foremast; she lost the main topmast and the head of the mizen mast.

147. Have you anything you would like to offer, yourself, more than has been stated; you have seen what has been in the public press?—I have only seen the letter you have read.

148. Now have you anything to suggest with respect to these emigrant ships? Here is the case of a vessel putting to sea, and a month and four days after she first sails she is

*Capt. Schomberg.*

1st Nov. 1853.

wrecked upon our own coasts?—It appears she met with a succession of gales of wind, and probably very heavy ones, from taking the North Channel, which have caused her being so delayed, and, in the end, lost.—The general emigration of the port of Liverpool, I think I may say, is carried on with most successful results; some of the ships making as good voyages as are made in the world.

149. Have you any return that you could put in, of the emigrant ships that have sailed and put back for the last twelve months from this port?—Yes; we can give you a return for every month. We can furnish anything of that kind. You can get it in London; we sent it up the other day—from 1852-3 up to the present time.

The witness then retired.

*Lieut. Prior, R.N.* Lieutenant THOMAS HENRY PRIOR, R.N., First Assistant Emigrant Officer at the Port of Liverpool, examined:

150. Are you the officer that cleared the "Annie Jane"?—Yes.

151. On both occasions?—On both occasions.

152. Will you state to me your plan about tickets. You give tickets to the emigrants when they go on board. Just state the particulars, will you?—Shall I commence with the proceedings; we generally commence from the office. There is a notice generally sent in for the clearing of the ship.

153. No; I want you to speak about the crowding of the vessel, and how it can happen, which they say, that tickets have been issued, as they state, to two parties for one berth—how these things can occur?—On going on board the ship, the first examination I make is on the lower deck, to see that the berths are all properly fitted, and that the bulkheads are properly placed up, dividing the single men from the families and single women, and to ascertain that the deck is in a clear state and the luggage properly stowed.

154. The measurements for the passengers?—The ship is always measured beforehand. It is impossible to measure the ship properly when the berths are all up and the passengers on board the ship.

155. Do you number the berths?—The berths are all numbered.

156. And are there any tickets given?—Tickets are given by the brokers; a slip of which we take off on examining the people.

157. Is it your duty to see that the numbers on the tickets, correspond with the berths?—The numbers on the tickets do not correspond with the berths; certainly. There is always the number of the berth put on the ticket afterwards. There is a number on the ticket which corresponds with the list.

158. The ticket shows where the man is to go?—No it does not. The number is always marked on the back of the ticket for the berth; but the regular number on the ticket is always the number on the list.

159. But the ticket does show on the back or face of it, where the passenger is to go?—Yes.

160. Is it part of your inspection to see that that is right?—Yes.

161. That there are positively no more passengers than there are berths for?—Yes.

162. Then, while we are on the subject of berths, you will perhaps answer me with respect to two parties occupying the same berth on board this vessel. Was it so or not?—I really do not know. I have heard no complaint about it.

163. There was a complaint; and it appears from what Captain Schomberg says, "it was not right?"—If there was a complaint of that kind, I always rectify it.

164. My object is to learn whether it was true that there were two tickets given for one berth or not?—It might be so. It is a very common occurrence that there are two people in one berth, but we always rectify it as soon as we know it.

165. But they might have sailed in that state?—They might have sailed in that state.

166. When a vessel for the service is taken up, and has cargo, taking passengers also, do you acquaint yourself at all with the manner in which that vessel is stowed—supposing her to have what is called a "dangerous cargo" (of iron, for instance, on board)?—We inquire into it; that is all. Sometimes I open the hatches.

167. Was inquiry made in this case of the "Annie Jane"?—Yes; I enquired myself the amount of dead weight in the ship before I cleared her. I make a general practice of it. If we find her deep in water we generally object to her moving, there and then.

168. Did you object to the stowage of this vessel at all?—No, I did not.

169. When the passengers returned in the vessel, complaints were made of the very uneasy state of the ship; and her masts were gone?—Yes; and on that occasion we ordered a large quantity of iron to be brought up out of the hold and put on the lower deck.

170. Put higher up?—Yes; I should state that the cabin passengers in the ship denied that she was a laboursome ship at all; and there was a captain in Her Majesty's Navy on board, who denied that it was so, and went out with her the second time and was drowned. However, we took the precaution of putting more iron on the lower deck.

171. Did you think the quantity of iron in that vessel was as much as she could carry with safety?—No; I think she could have carried more weight if she had different cargo. I think she had quite sufficient as it was.

*Lieut. Prior, R.N.*

1st Nov. 1853.

172. That is taking all iron?—Yes.

173. The ship went to sea quite light?—Comparatively light; she only had 1,110 tons (her tonnage being 1,291) besides passengers. I suppose the passengers would bring her down about eight inches. She did not draw quite eighteen feet of water when she left here.

174. Did you examine her before you passed her when she went out the second time; what was the state of her rigging and masts?—Her rigging and masts were in perfectly good order.

175. Did you inspect the rigging yourself, or take it for granted that it was good?—No; I generally look at it.

176. This was new rigging?—Yes it was. The rigging she went out with last was taken from another ship of the same dimensions, and it had only been in use some twenty or thirty days.

177. Which might be considered better than new?—Yes; I should think so. It appeared to me particularly good, because I took particular notice of it.

178. To what do you attribute, from what you have heard of the matter, her losing her masts on both occasions as she has done?—The only reason that I could imagine was that she was an uneasy ship at sea as well as the bad weather she had. I can assign no other reason, because the masts were perfectly good, and the rigging was good.

179. You inspected her crew before she went to sea?—I did.

180. What sort of crew did she appear to have?—I think a very good crew indeed; a remarkably fine set of men; a sailor-like set of men; much more so than I have generally seen in ships. I can tell you about the number she had: a captain, three mates, boatswain, carpenter, sail-maker, cook, steward, thirty seamen, and a passenger cook and steward. (A list of the crew was here handed to witness, who said he believed it to be correct.)

181. Did you inspect the crew yourself?—I did; and mustered them myself.

182. There were a good many Canadians amongst them?—There were.

183. Do you know whether they spoke English?—Yes; I think most of them spoke English. I did not observe them, but they answered in English, a sort of broken English.

184. Had these men come in the ship to this country?—I really do not know.

185. It has been stated that the crew could not understand the officers; that the Canadians could not understand what was said; you do not know as to the fact of their understanding their officers or not?—I mustered them and they all answered me; I called their names and they all answered. I recollect there one or two,—I think one man answered to two different names, and I called him back and reprimanded him for it.

186. Did they appear to be a weak-handed crew; the numbers were not very large?—No; I thought them an able-bodied set of men; the generality of them. Forty-one is about the number we generally send in these ships.

187. In a ship of 1,300 tons?—Three men to every hundred tons.

188. That includes everybody?—No; not the passenger-cook nor steward; I always separate them, because they are not supposed to do any thing towards the ship whatever it is contrary to Act of Parliament.

189. Is that an average number?—Yes; I think about an average number. I have a book here with a large number of cases; I could give you a specimen of the numbers if you pleased. The first time of going on board this ship I did not clear her, because there were certain things undone.

190. But those did not affect the safety of the ship?—Not at all.

191. I do not wish to go into anything that does not affect the efficiency of the ship. There is a charge here (*referring to a document*) that you went on board and passed her with a very summary inspection. They state in the first instance that you would not pass her, and you then went and made a very cursory examination and passed her.—I left the ship on the first day and I refused to clear her on account of the dirty state of the water-closets, and I ordered alterations to be done, and if they were I said I would then give my certificate. Some of the bearings of the berths were not as I wanted them, and I also ordered these to be put to rights. Every thing else was done and I examined all the boats.

192. When she returned what were the defects of the ship?—She had lost her fore and main-top masts and the head of her fore-mast and jib-boom.

193. Were the masts sound? Did you see the masts?—The masts were quite sound.

194. Did you inspect them?—I did not; the surveyors inspected them. I know the fore and main-top-masts were gone. I am quite sure of it.

195. Which were replaced before she went to sea again?—Yes.

196. And you were perfectly satisfied with the state of the vessel before you gave the certificate?—Perfectly satisfied.

197. Do you give the certificate to the collector of customs?—I give it to the captain, and he presents it to the collector of customs.

198. There was also a complaint made about the fire stove not being sufficient to cook the provisions for these people. Is that in your department?—I saw the stove and took the dimensions of it, and it was over the size that we generally allow for ships of that description, with that number of passengers. The boilers contained 380 quarts of water. There were five boilers, and there was then nine feet of surface space left for the cooking and anything required besides the ovens.

199. Then, in your opinion, she was properly equipped, with a sufficient crew, and properly supplied with all that was required by the Act?—Yes.

*Lieut. Prior, R.N.*

1st Nov. 1853.

200. Can you bear testimony to that?—I can; speaking of the number of berths just now, I think I can tell you exactly the number of berths she had.

201. Have you any plan of the berthing?—No; but I always make the parties produce the berthing to me before I leave the ship. She had 406 berths for 385½ adults, whilst in fact she only carried 385.

202. Are these berths so secured that they cannot be interfered with by the master when he gets to sea?—Yes; they are regularly nailed to the side and strongly secured.

203. Is the passengers' baggage put into these berths?—No.

204. It is stored in another part of the vessel?—Generally amidships.

205. Altogether free from the twelve feet allowed the passengers? No; stowed in the twelve feet; it is their provisions.

206. In the generality of emigrant ships that go from here, do they have water casks?—The generality, in fact all of them. Some of them have wooden tanks and some iron, but not anything like sufficient to take the quantity of water required. They have casks. The only vessels that take tanks are the steam vessels.

207. Would it not be much better to have the water in tanks?—Much better, no doubt.

208. Better stowage?—Better stowage and better water, at least the water would keep better.

209. I believe it was a reason why we changed all our casks in the navy?—Oh! yes, and a very good change it was.

210. Now can you give me any information at all about this affair of the loss of the ship?—Not the slightest.

211. You have seen what was in print and you have nothing to offer. You have seen the statement made by the passengers, and their grievances, and complaints of the bad condition of the ship, the uneasiness and all the rest of it—have you any remark to make?—No.

212. Did you ever make any inspection of the compasses?—No; I don't generally; we see that the compasses are there; we infer that they are all right.

213. You are aware that a vessel loaded with iron might have her compasses very much disturbed, and it would form no part of your duty to inspect the compasses of ships loaded with iron?—I think the compasses of the whole of these ships are sent on shore on their arrival here for adjustment. I think I may say it is a general rule.

214. Can you give me any information as to the way in which the cargo of this vessel was stowed?—I cannot; except as to the goods on the lower deck. I know there was a quantity of goods on the lower deck. Amidships there was a space left for that purpose. I always prevent filling up to the beams on account of ventilation.

215. You are a clearing officer, and if you do not think the cargo is stowed in such a way as to insure the safety of the ship, do you interfere?—How am I to do it?

216. When a ship is laden with iron?—All ships to North America are laden with iron; and with thirty-five ships at a time and only five officers here, it is impossible to ascertain the stowage of the cargo. If we ascertain that there is any improper cargo on board, such as guano, or green hides, then we stop it till we are satisfied that it is taken out.

217. Then you do not think it part of your duty to inquire whether a ship is taking a large quantity of iron or has the iron properly arranged or not?—We could not tell; the stevedore stows all the cargoes—not half the captains in the port know how their cargo is stowed.

218. The stevedore might furnish you with an account as to how it is done?—Yes; he might do that, if you could depend upon it.

219. What, in your opinion is the quantity of iron that a ship should take to her tonnage?—I do not think that a ship ought to take, generally speaking, more than two-thirds of her registered tonnage of iron. When I say two-thirds of iron, I mean any dead weight. Two thirds I should think is about sufficient; but it is impossible to draw a line correctly, because some ships will float, from their build, much easier than others. It is rather a difficult thing to decide.

*Robert James.*

ROBERT JAMES, Government Surveyor, and Master in the Royal Navy, examined:

220. Did you survey the "Annie Jane"?—I did; when I surveyed her first she was in the dry dock; she was in very good condition; I saw nothing amiss with the ship at all, she was a well-fastened ship in every way.

221. Did you examine the masts and rigging?—Yes.

222. Do you know what she was built of?—She was built in Quebec, under Lloyd's surveyors, partly of Quebec oak; her hook and kelsons were of Quebec oak.

223. Was she a sharp or a flat ship?—She was what I consider an improved model, generally speaking, of the Quebec built ships, with rather more rise of floor, and she had a very good entrance indeed.

224. Have you any of the particulars of the manner in which the cargo was stowed?—No.

225. When you made your inspection were the bulkheads all up for the passengers?—No; the ship was perfectly clear.

*Robert James.*

1st Nov. 1852

226. Does your survey extend afterwards to the vessel?—I visit the vessel until everything is there; such as boats, spars, anchors, and everything is efficient.

227. But not as regards the fitting?—I do not attend to the fitting.

228. Where were her chain cables stowed; do you happen to know?—I do not know where her chain cables were stowed; the stevedore will know.

229. It is stated that in the gale of wind which she got into she laboured very much, and afterwards that her seams were opened, requiring all hands at the pumps to keep the leaks out; that was when she put to sea the second time?—When she put back the first time I examined the vessel, and saw not the least strain at all with respect to the strength of the vessel. When she returned the first time I particularly examined her seams and found that there was no strain whatever; because, if there was, her butts and her scarphs would have shown it.

230. Did you examine her rigging to see that it was properly set up?—The whole of it.

231. You are quite sure about the topmast rigging being properly set up?—Quite sure; and when she returned after the first accident I had the lower rigging set up.

232. Why?—Because I tried her rigging and found it very slack, and I had it set up. It was all set up the first time and when she returned I had it set up again.

233. It is your practice to examine the masts?—Yes, and if I see any deficiency in rigging I make them renew it.

234. To what can you attribute the ship losing her masts after putting to sea a few days; should you attribute it to anything you know about the vessel?—No; I should not, because in my opinion, the ship was not overladen. She was a ship of 1,300 tons, and only had 1,100 tons cargo altogether.

235. The rigging she had the second time she went out was seasoned rigging, properly set up?—Yes; that I saw myself before she went out.

236. What were her defects when she came in?—The loss of three topmasts, and the head of the mizenmast.

237. That you saw?—Yes.

238. You are acquainted pretty much with the stowage of vessels?—Yes; all my time.

239. What proportion of iron do you think a ship should carry in proportion to her tonnage?—I think two-thirds quite sufficient, in proportion to her registered tonnage; that is, dead weight.

240. Iron is dead weight, and that is quite sufficient?—Yes; and then iron ought to be stowed fore and aft, not in the centre of the ship but equalized fore and aft.

241. Spread?—Spread right fore and aft the ship. The ship, in my opinion, would be more easy upon it.

242. Would it be possible to make any rule as to a passenger ship with regard to the stowage?—As to the stowage I do not know what rule you could make unless the stevedore were licensed. When I am down amongst these ships I often caution them.

243. You think they should be licensed, so as to make them responsible for the manner in which the ship is stored, and compel them to give a plan of the stowage of those articles which are considered a dangerous cargo?—Yes; I think that would be advisable.

244. In all passenger ships?—Yes, I think so myself; I am satisfied the stevedore ought to be licensed. If I were the captain of a ship to-morrow I should occasionally visit my hold to see how the cargo is stowed. I should not trust it all to the stevedore.

245. The mate would look to that. Is there anything you could suggest for this state of things, other than the licensing?—No; I think that would have a very good effect on the stevedores.

246. There is one thing I will ask you about, which has been remarked upon in the papers. In emigrant passenger vessels, do you ever object to the long-boats being fitted up with live stock?—Very often.

247. Have you power to prevent their being so loaded?—I make them very frequently take the things out; and their own stores which they stow into the boats.

248. Now, with respect to the ventilation; how was this vessel ventilated?—That did not come in my duty; but as far as I saw of the ship, I considered her to be very well ventilated.

249. This is not part of your duty; only the fitting?—Particularly the fittings.

250. Whose duty will that come under?—The clearing officer's duty.

---

WILLIAM HASELDEN, Government Emigration Surveyor at Liverpool, sworn and examined: *William Haselden.*

251. Did you inspect the "Annie Jane"?—Yes.

252. Will you state what sort of a ship you found her?—I considered her a very superior Quebec-built vessel.

253. Strong in all her fastenings?—Strong and firm in all her fastenings.

254. Her rigging and masts; did you look well into them?—Yes; we examined those spars that were replaced after she had put back the first time, and we found them sufficient; indeed, some of them were made a little stouter than the original ones, and that was out of proportion, larger than they generally are, the topmasts and so forth.

**William Haselden.**

1st Nov. 1853.

255. Was she a sharp ship?—No; she was not sharp; a carrying vessel, not so square in the build, but rounder, which added to her strength. I think more of an inverted arch; they are the stronger.

256. When she came back, did you examine her with respect to any damage she might have sustained?—Yes; we examined her thoroughly; of course so far as we could.

257. Above water?—Above water, and inside as well.

258. Where the cargo would allow you to examine?—Yes.

259. Below the water line?—Not below the water line, between decks; it might be a little below the water line.

260. Did you hear any complaints of her making any water while she was at sea?—Yes; but she was perfectly tight when she came back, and we saw no damage that she had sustained externally, that is, in her hull, except a few scratches that were of no consequence. We examined her seams to see that she had sustained no damage, and she had not.

261. Did you hear any complaint of her labouring badly?—No; I did not hear any complaint of that kind.

262. Not when she put back?—I believe she was not overladen, perhaps hardly three-fourths. I should say she showed a very bold side from the water's edge up to the scuppers—10 feet at least I should think.

(The evidence of the previous witness, Mr. James, who examined the ship with him, was here read over to the witness under examination, who said he fully concurred in what Mr. James had said, especially with regard to the rigging.)

263. You will be able to tell me, perhaps, what proportion of iron a ship should carry to her tonnage?—The model of vessels are so different. One vessel might be rather deeper, although the same tonnage as another, and might require perhaps one-fourth, or one-third more than a full vessel. Some vessels with one-third tonnage dead weight would hardly fill it, and others would be very depressed; but you cannot draw a line.

264. Should you not take proper precaution as to the position of the cargo?—Yes; I should say from two-thirds to three-fourths of dead weight; and then the main thing is that they should check it well, and lift it so as to bring the centre of gravity well up, so that the vessel may not be apt to roll. A good deal would depend upon the model of the vessel. I take the gross burden, not the carpenter's tonnage of the measurement of the vessel.

265. That would be more favourable still?—Some vessels are so full that they require three-quarters, and another vessel of the same register would only require two-thirds of heavy weight.

266. Do you think that three-quarters could be carried with the greatest safety?—In some vessels; in a vessel similar to the "Annie Jane;" she would carry it easily.

267. If it were properly stowed?—Yes, if it was checkered.

268. Is it the stevedore's duty to see that the cargo is properly distributed?—Yes; and if some system were adopted, and these stevedores were obliged to have a license, so that we could get competent men to stow these vessels, it would take a great deal of responsibility from the surveyors, such as Captain Schomberg, Lieutenant Prior, and the other officers.

269. Then you think, by having the stevedores licensed you might ensure a better stowage of these heavy goods in those ships with passengers?—I think it would be to the advantage of all concerned; the ship owner and the public.

270. It would be necessary, then, that the stevedore should give you a plan of the stowage?—If they were licensed, and did not do their duty, they would lose their license and would not like that.

271. Have you any more to offer. You have read what the papers say?—Nothing at present. I must still say that the vessel was a very superior vessel, as far as strength went, and workmanship.

The inquiry then adjourned.

### Second Day.—Wednesday, 2d November 1853.

MR. HOLDERNESS handed in plans with reference to his evidence of the previous day.

**Oliver Shannon.**

2d Nov. 1853.

OLIVER SHANNON, stevedore, examined:

272. Did you see the cargo of the "Annie Jane"?—Yes.

273. Will you explain to me how it was stowed, with reference to the position of the different parts of the cargo when they were put on board?—The first part of the cargo put on board was pig-iron, which was stowed on the bottom for dunnage.

274. Right fore and aft?—No; not fore and aft.

275. I want you to explain how far it went; how it laid on the bottom?—It went from the second beam; from the fore-hatch to the main-hatch.

276. How many tons?—I think there would be, as near as I can guess, about 80 tons.

277. Of pig iron?—I cannot exactly say how much.

278. That was stowed in the bottom?—Yes; it was in the bottom for dunnage.

279. Laid upon the floor?—Upon the floor.

*Oliver Shannon.*

2d Nov. 1853.

280. About 80 tons of it?—Yes; as near as I can guess. I do not exactly know the weight.

281. It was the first of the cargo that came down?—Yes; the next was bar-iron, on the top of it, two lengths.

282. Railway bars?—No; small bar iron. It went from the aft part of the main-hatch square with the main-hatch, aft her beam, two long lengths forward.

283. What sized iron was that?—All sizes; small, round, flat, and square iron.

284. Then you checkered that?—Checkered it right up.

285. What height?—As near as I can guess, about seven feet. When the bar iron was in, we could just get a cask of palm oil between that and the beam.

286. Room enough for a man to move along?—Yes.

287. What beam was that?—The 'tween deck beam.

288. The lower deck?—Yes.

289. You had no other deck than the main and the lower deck?—No, there was not. Next we put a boiler in the main hatch, four tons' weight; athwart ship in the main hatch.

290. You had some more iron?—We had railway iron; it was placed one length from the pump well at the mainmast; the length of the rails twenty-one feet.

291. Then you had one length of railway iron from the pump well; was that checkered?—It was checkered up to the height of about eight feet.

292. Stowed upon the pig iron?—No.

293. What was upon the pig iron?—The bar iron.

294. Any bolts or shafts?—No.

295. Sheet iron?—Sheet iron was in the 'tween decks; likewise railroad iron.

296. I want to get from you what was stowed in the aft part, upon the pig iron; what did the railway iron lie upon?—It lay upon pig iron; the pig iron went for dunnage underneath the other.

297. What you are talking of now was raised eight feet above the pig iron?—Yes; and we had bales of jute up to the beam; measurement cargo.

298. You filled the hold with measurement cargo?—Yes, up to the deck; the length of the bars.

299. What abaft that?—The passengers' water was underneath the hatch, and stores abaft that again.

300. Passengers' stores?—Yes.

301. What was in the run?—There was some twenty-five tons of railway springs in the run.

302. What between the railway springs and the railway iron?—The water and provisions, and passengers' stores.

303. In the main hold you had palm oil, also above the bar iron, up to the beam, and in the other place you had light store measurement and cargo. Then you had rope and various things of that kind in the 'tween decks; what had you got in the fore hold? coals?—Coals and water.

304. And no pig iron?—No pig iron.

305. Now will you come to the cargo on the lower deck?—We recommenced with a bulkhead of soap on the aft part of the fore head; thirty tons I believe. We recommenced the bulkhead with that, tight up to the deck. There was tea and pepper between decks; there was thirty tons of rice; that is dead weight, and soap is dead weight, but tea is not.

306. Had you any iron on the lower deck?—120 tons of railroad iron on the beams on the deck floors.

307. Whereabouts did that lie?—Fore and aft, right across the ship from side to side. It lay from the main hatch the length of the iron forward; twenty-one feet.

308. What height would that be when checkered; I suppose it was checkered?—No; the iron upon the beams laid solid; we laid sheet iron on the top of it.

309. What quantity was that?—Sixty tons; as near as I can guess.

310. Making 180 tons?—I am not quite sure.

311. What goods had you in the main hatchway?—We had fifteen tons of machinery also on the 'tween decks; from fifteen to twenty tons, as near as I could guess.

312. Laid on the deck?—Yes; on the top of the bars.

313. Any Canada plates?—Yes; fifty tons of Canada plates.

314. Pig iron?—Twenty tons, as near as I can guess. We had an immense quantity of rope; I could not tell you how much. Some of the piles were a ton weight each.

315. That is dead weight?—Yes; I get paid as dead weight for putting it in.

316. In the stowage of ships, do you take the cargo in as it comes down?—No; we take it in as it answers for stowage.

317. You arrange the stowage as best suited to the vessel?—Best suited to the vessel.

318. Then you have down such goods as you want to put in at the time?—No; we may have the quay full of goods. We just take in whatever suits us.

319. Then what is your practice with regard to the stowage of iron and dead weight cargo?—In stowing iron, such as bar iron or railroad iron, we try to raise it in the ship as much as possible. When we know the ship is going to take much dead weight, we try to raise it as high as possible.

320. By what means?—By checkering.

321. Do you ever dunnage?—Yes; we dunnage underneath the iron. Very often we



*Oliver Shannon.*

2d Nov. 1853.

dunnage with wood to raise it enough. That is bar iron; railroad iron raises itself by stowing it wide.

322. With respect to pig iron?—The same with the pig iron. We checker the pig iron precisely in the same manner.

323. Was the pig iron checkered in the "Annie Jane"?—Yes.

324. What height did the pig iron rise to when checkered in that way?—It was merely dunnage; the pig iron would rise eighteen or nineteen inches.

325. Do you make any difference in the stowage of vessels of different model or build?—Yes, we do.

326. Explain?—Some vessels require more to trim them than others.

327. That is with respect to their flotation. I am talking now with respect to the raising of the cargo?—We generally try to raise the cargo in every ship when we know she is going to take a quantity of dead weight in her.

328. If you had a very flat ship, and a very sharp ship, would you make any difference?—No.

329. What quantity of iron, as cargo, do you consider a vessel can carry with safety in proportion to her tonnage?—I know a vessel of 800 tons, the Virginia, belonging to Mr. Brown, where 900 tons of railway iron was put below the lower deck beams.

330. Was it Mr. William Brown of Brown, and Shipley's?—No.

331. What was the tonnage of that ship?—About 840 or 850 tons.

332. Do you remember the draught of water of that vessel?—I cannot say exactly.

333. Where did she go to?—She went to New York.

334. Did she make a quick passage?—I cannot say. She went out, and came back again after being four months and a half away. She came back again with a general cargo from New York.

335. I ask you with respect to your general practice. Would that rule apply to all ships?—No, it would not.

336. Could you load another ship of a different build with the same weight of iron?—No, I could not.

337. Then you make a difference according to the build of the ship?—According to the build of the ship we make no difference. We generally try to raise the iron in the ship as much as possible.

338. You must have a rule as to stopping in stowing ships with iron?—When a vessel is deep enough, it is time to stop then.

339. You take in iron until the ship is brought down to her deep water line, I suppose?—It is according to her charter.

340. Have you heard any complaints of the uneasiness of ships stowed with iron?—Yes; I have heard many complaints.

341. Do you know any instance in which complaint was made, in which you can bring to your recollection the way in which the cargo was stowed?—Yes; the complaint has been that they had not enough weight above—on the beams.

342. That the weight has been stowed too low?—Too low.

343. Would there be any inconvenience in giving a list of the cargo, as it is intended to be stowed, to the emigration officer before the passengers are embarked?—No; there would be no inconvenience.

344. Do you know how the chain cables in the "Annie Jane" were stowed; in the chain locker?—They were in a chain locker, I believe.

345. Do not answer the question without you know positively that there was a chain locker in the ship; do you know in what part of the vessel the chain locker was?—Yes; it was at the mainmast.

346. Do you know what quantity of water the "Annie Jane" drew, fore and aft, previous to her sailing?—Yes; I think it was about eighteen feet abaft, and about seventeen feet forward.

*Thomas Markam.*

THOMAS MARKAM, Second Mate of the "Annie Jane," examined:

347. Did you do the duty of second mate?—Yes; but I had no certificate; I only got the register ticket down from London the day before we sailed.

348. Have you got a certificate?—No.

349. You lost it?—I never had one.

350. You did the duty of second mate in that ship?—Yes; I acted as second mate.

351. Are you going again as second mate?—I do not know; I must get passed first.

352. How long have you been at sea?—Seven years.

353. Will you relate to me the progress that you made in the "Annie Jane" after you sailed the first time; and what happened, so as to occasion the ship to return; just let me hear it in your own way, and as best you can, as the occurrences happened?—We sailed on the 24th August, and we had only been two days at sea, and were standing to the westward with the wind from the north-east, when a sudden squall carried the three topmasts away.

354. Whereabouts was that?—It would be about 100 miles from the entrance of the North channel.



*Thomas Markam.*

2d Nov. 1853.

355. Due west?—Yes; due west.
356. Did any thing else go besides the three topmasts?—The mizenmast head.
357. Was there any sea on?—There was an unsteady cross sea, but not a heavy sea.
358. Now go on?—It took us till dark to clear away the wreck.
359. You still steered on your course?—Yes; and in the morning we put the ship more to the southward to come right round Ireland, and up St. George's Channel, to return to Liverpool through the other channel.
360. That was on the third day?—Yes.
361. Did you know why you put your helm that way to come back?—The captain thought the ship was not in a proper state to make for Quebec.
362. Had you spare topmasts on board?—Only one.
363. Why did the captain think that she was not in a proper state to make the voyage?—She was in a disabled state from the loss of her masts.
364. Anything else?—There was nothing material occurred until we arrived at Liverpool.
365. Did you come in at the South Channel after all?—Yes.
366. What time did you round Cape Clear?—We rounded Cape Clear on the 29th, I believe.
367. Do you know what has become of the log?—The log was lost in the ship.
368. When did you arrive at Liverpool?—We arrived at Liverpool on the 2d of September.
369. You refitted the ship?—Refitted the vessel, and sailed again on the 9th. We were towed as far as the Isle of Man.
370. Thirty-six hours after we were out it came on to blow from the southward and westward.
371. Did you go round the Calf of Man?—Yes; between the Isle of Man and Ireland. We close-reefed the topsails and furled the courses.
372. Which way did you go then?—Standing to the northward and westward.
373. Intending to go through the North Channel again?—Yes, through the North Channel again.
374. How long did you stand on that way?—We stood on that way until Monday morning; that would be the 12th. On Monday morning the 12th, the foreyard gave way, and the slings.
375. What occasioned that?—The ship was labouring very heavy, the wind blowing very strong from the south-west, and carried away the fore-topmast, and foremast head, the jib boom, and the end of the bowsprit, with the cap. We stood on to the northward and westward until the next day.
376. Did you see any land that day?—No.
377. What was the last land that you saw?—The last land that we saw was Ynistrahal lighthouse.
378. Do you remember what night that was?—It would be Saturday night.
379. That was before the 12th?—Yes.
380. I will ask you then whereabouts was the ship when the head of the foremast and cap went?—I cannot recollect.
381. You stood away to the north-west from Ynistrahal with a south-west wind; were you making much way, or lying-to?—I suppose all the time we went about eight knots. It was not blowing very hard then; it was blowing strong, not hard. At the time the masts went we were not going eight knots.
382. Were you ten or twelve west?—Yes, I dare say we should be about eleven or twelve.
383. What did you do?—We stood on until next morning, and the weather being more moderate, we got a temporary fore yard up and secured it in the best manner that we were able.
384. Still standing to the north-west?—When we put the ship around to the southeastward to put back.
385. What for?—The North Channel.
386. To return?—Yes, I believe so; I do not know for certain. We stood that way till the next morning, when the ship's head was put to the westward again.
387. How was the wind then?—It was still from the southward and westward.
388. Was it thick?—No.
389. Did you see any land?—No.
390. Was it a heavy sea?—No, there was not much sea running.
391. A moderate wind and sea?—Yes; up to the following Sunday, the 18th, in the forenoon, when it came on to blow again.
392. Which way?—From the south-west; it was blowing very heavy, and we laid the ship to, under close-reefed maintopsail.
393. How long did that last?—On the Wednesday night, about half-past eleven, the vessel shipped a sea which carried away the life boat, and washed all the spars and chain cables adrift.
394. The chain cables lashed to the spars?—They were both stowed on deck. At twelve o'clock we furled the mizen-topsail; the gale increasing.
395. How long did you remain that way?—We remained that way until Friday morning; I think it would be
396. There was a very heavy sea running, and the ship laboured heavily?—We lost the maintopmast, main yard, and mainmast head; the mainmast head, and the topmast with it. The starboard cable being stowed on deck got through the bulwarks, and got

Thomas Markam.

2d Nov. 1853.

across the gunwale; the ship rolling very heavy, and the chain cable rolling from one side of the deck to the other; it got across the gunwale, and we let it go overboard. On Saturday the 24th the weather was more moderate, and we put the ship's head round to the southward and eastward to go back.

397. How was the wind then?—About north-west.

398. How were you steering?—South.

399. Did you see any land?—No.

400. Was it clear?—No.

401. Did you get any sun?—Yes.

402. Did you get an observation?—Yes.

403. What was your latitude?—I cannot say. I had nothing to do with it; the mate and the captain had all to do with that. The morning we lost the maintopmast, we lost the jury fore yard also.

404. You do not remember your latitude, and you saw no land?—No. I asked Mr. Bell, the mate, what latitude we were in, and he told me about 60° north. That gale of wind we were in when we lost the maintopmast; we were a long while in that; it drifted us right to the northward.

405. Had you a chronometer in that ship?—Yes; two, or three, I think.

406. Go on with your narrative?—On Sunday the 25th we got another jury fore-yard up, and a jib-boom; the maintopgallant sail was set on the yard for a foresail. Nothing material occurred up to the 28th.

407. You had a jury foresail, and staysail?—Yes, a jib and main staysail, and we had a topmast studding-sail set for a mainsail.

408. Was there any sea on then?—No; there was no sea on then, a nice breeze and very little sea. On the 28th at noon, we saw the island of St. Kilda.

409. How did St. Kilda bear?—It would be east by north; a distance of about six or seven leagues. The wind veered round to the westward, and we hauled the vessel close to the wind; we were standing then about south-west, making no way at all,—a little way to the south-west, till about 5 P.M.; the wind increasing, we hauled the studding sail down, which was set for a mainsail, and also the staysails.

410. What sail had you then?—We had then the forestaysail, and foresail, and a double reefed mizen topsail.

411. Where was your main staysail?—We had all the staysails down; the main staysail and the mizen staysail were hauled down, and the jib we also hauled down.

412. Was there any sea then?—The sea was increasing, and the wind was getting up.

413. Was the ship rolling?—The ship was rolling a little; not much at that time.

414. Why did not you keep some sail on her?—The wind was increasing. At half-past six o'clock we saw Barra Head light.

415. How?—About south by west.

416. How far off?—The distance would be about sixteen miles.

417. Then I suppose you began to think you could not weather it?—The gale was increasing then.

418. Was the ship labouring much?—Very heavy.

419. More than any ship you were in before?—Yes.

420. Have you been in ships in a very heavy gale of wind before?—Yes.

421. And with no sails, in the same way?—I was under a piece of canvas in the mizen rigging once, in a hurricane, between the Cape of Good Hope and the Mauritius.

422. Where were you when Barra light was seen?—*Witness*: At what time?

423. At six o'clock. I suppose all hands were on deck then?—Yes.

424. Now, will you relate what passed?—We stood on till ten o'clock, when we saw that we could not weather the light, and we wore the ship round. The ship made a great deal of leeway, and she was standing then to about a north half west course.

425. Do you mean that that is the course that she laid?—It would be the course that she was heading. We were standing to the northward then, till about half-past eleven, when we were opposite a small bay.

426. Watersay Bay?—I do not know whether they call it Watersay Bay or not; but we were within a very short distance of the rocks, and saw that there was nothing left for us but to run into this bay.

427. Was the sea running very high then?—Very high; had we gone on the rocks outside, there would not have been a soul of us left.

428. You were running into the bay?—Yes.

429. Was it a sandy bay?—Yes; we hoped to reach that, and save as many lives as possible.

430. Hoped to escape the rocks outside?—Yes; if we had gone on the rocks outside, there would not have been a soul left.

431. Point out where this is, will you?—(*The witness marked the spot on the chart, showing the position of the island of Watersay, where the ship was ashore.*)—*Witness*: She took the ground about a quarter to twelve o'clock.

432. Where were you at this time?—On the poop.

433. Did you strike heavily?—The first shock we got, she did not strike heavily at all; she took the ground quite easy. The next shock threw us nearly off our feet. About five minutes after she took the ground, she began to break up, the sea making a clean breach

over her, and washed away her bulwarks, and the house on deck; the long boat that was on the top of the house, was also washed away. *Thomas Marham.*

2d Nov. 1853.

434. Amidships?—Yes. The next thing that went was the foremast out of the step; and the foremast went right through the side.

435. Did any body go with it?—A little boy, I believe, sir, was in the fore rigging.

436. Did any body wash over board this time?—Yes; in the house on deck, I suppose there would be a dozen passengers in it. The long boat and house went together, and with it, the people that were inside. They would not come out; I wanted them to come out, but they would not.

437. Why did you want them to come out?—I wanted them to come out and get aft on the poop.

438. At this time, was the ship's head towards the shore?—Yes.

439. The sea was breaking upon her stern?—Yes; breaking right over her. When the foremast went, she alued round broad side to the sea.

440. And then the long boat was washed away?—Before that. The mainmast went by the board, close by the deck; and the mizenmast came out of the step at the same time, and went over board.

441. Still you were on the poop?—Still I was on the poop. At the time the mainmast and mizenmast went, there would be about 100 people on the poop, and there were three boats stowed on it, and they hung on to the boats, and the poop then went away with the boats, and the people on it.

442. Were you amongst them?—Oh! no; I was right aft; this was between the mizenmast and mainmast,—the front part of the poop.

443. Then the aft part of the poop stood past?—Yes; those were the people that were saved.

444. Then the poop broke off by the mizenmast?—The mizenmast was out by the step, and it broke through; cutting the poop through, and the fore part of the poop was washed away with these boats, and the people went with it.

445. You remained upon the aft part of the poop?—No; I went down into the cabin, to the sky-light, since the fore part of the poop and everything was washed away, I expected it would be washing the rest of us off the poop. I suppose I was a quarter of an hour in the cabin. I was glad to get up again. I came on deck again.

446. Why?—I could not get up the sky-light again, and I crawled forward and got up the companion.

447. What was your reason for coming up?—Because there were so many people there, and they were all catching hold of me, as though they were drowning. They got hold of me; and I thought that the best thing was to get on deck again. At that time I suppose there would be about 60 persons on the remaining part of the poop. There we all remained till daylight, when the gale had moderated. It was a beautiful morning when we got ashore, and there was scarcely a breath of wind. The ship had not entirely broken up at this time; she was then in three pieces.

448. When did she break in three pieces?—At the time the masts went. The foremast cut through her sides, and broke the fore part, that was, the fore-castle, right off; the fore-castle was left outside by itself, and the bilges of her, and the side from the foremast to aft, were between the mizen-mast and the main-mast. They were washed away to one side, and the poop was washed right away.

449. The foremast unstepped, and went through her side, cutting the ship's side up to windward, through which the sea made a breach into the hold. Was anybody below at that time?—Yes; there was a great number of passengers down below.

450. And all the crew aft?—No; there were four men saved on the fore-castle in the morning.

451. I want to know when the ship broke up next time?—When the mainmast went off at the deck, and the mizen-mast at the step; the same as the foremast, the keelson was knocked away. The mizen-mast unstepped and cut the side up, as the fore-mast had done; and the poop, from the mizen-mast to the main-mast, was washed completely away.

452. It was a beautiful morning. What was the state of affairs at that time; just describe them as near as you possibly can?—At that time, the bow part of the vessel was outside where the poop was—it was aground. The bows remained together; they did not break up. I saw the bow part of the vessel, with four of the crew on it. The middle part of the ship was lying on the beach on her starboard quarter.

453. No persons were saved upon that?—No; on the aft part of the poop, on which I was, there were 60 persons, and there were some few down in the cabin on pieces of bulk-heads and empty water-casks, and one thing or another.

454. Was the poop aground at that time?—She was as far in shore as she could go at that time.

455. There were some persons in the cabin?—Yes.

456. Passengers?—Yes; passengers and crew.

457. Were any persons drowned in the cabin at that time?—Oh, yes; the cabin was full of the dead bodies of the passengers who had been drowned—who had been killed by the rising of the deck, when the mizen-mast went.

458. Then, did you get on shore?—About seven o'clock some of the natives of the place came down to us; and they came in the water up to their middle, and asked us to

*Thomas Markam.*

2d Nov. 1853.

"throw them a rope;" and we threw them a rope, and the sailmaker got in the water, and tried to swim, and found he had a footing. He walked ashore, and made the rope fast to the long-boat, which was washed up on the beach, and by that means some of them jumped into the water and got hold of the rope, and walked ashore. The men walked on shore, and they brought a horse and cart down, and took the women out in the cart.

459. How did you save the men from the fore-castle?—When the water got down. Just before Captain Mason and me went ashore, the water took us up to our knees; there was part of the bottom left, and we crawled along that, and along the spars.

460. Then, who was saved of the crew?—I cannot say, I am sure; I cannot tell their names.

461. What became of Mr. Bell?—He was drowned.

462. When?—I cannot say when. The last time I saw him was when we were running into the bay.

463. What was the last you saw of the captain?—The captain came ashore with me in the morning.

464. And all the crew except the four?—No; there were twelve of the crew drowned.

465. But those who were saved, were saved with you, except the four on the fore-castle?—Yes; by means of the poop.

466. Were you well treated by the natives?—Very indifferently treated.

467. Describe how?—Captain Mason, the cabin passengers, the women, myself, and all the other petty officers, we all went to Mr. McLellan's office, and the rest of the passengers and crew were all sent down to a farm-stead and cow-houses, and were put in there: and what they got to eat and drink I do not know. Captain Mason and myself never got anything to eat until eleven o'clock at night. They gave us a glass of whiskey when we got ashore, and that was all we got till eleven o'clock at night.

468. Did you ask for anything?—We asked for something to eat, but they kept saying they would "give it us directly."

469. Was there anything to eat in the house?—Yes. It was not the proprietor of the house, but his brother, that was there. Mr. Donald McLellan, he was away, and when he came back we were a little better treated.

470. Were there any provisions on the island?—Yes.

471. How do you know?—There was plenty of cattle and sheep.

472. Did you offer to pay for them?—Captain Mason offered to pay for them.

473. Was there any bread?—There was barley-meal cake.

474. Did they offer you any of that?—No; they did not offer us anything till eleven at night.

475. When the master came home?—No.

476. What did they give you at eleven o'clock?—Some tea, some barley-meal cakes, some salt herrings and potatoes.

477. How many of you?—There was Captain Mason, four cabin passengers, two stewards, one of the carpenters, a sail-maker, three boys, myself, and twelve women, I think.

478. How many women were saved of the steerage passengers?—There were fifteen, I believe, sir.

479. Had you any anywhere else?—No. All the women that were saved were steerage passengers; there were only two women cabin passengers.

480. Was there a stewardess?—No.

481. This (alluding to a list of passengers saved) says there were seventeen women?—I do not know for certain; but that may be right.

482. You do not know them all by name, do you?—No. There were eleven came home with me. [*A list of the passengers saved was here handed to the witness.*] Yes; there are seventeen women down here.

483. Don't you know any of these to be drowned?—No, I do not.

484. Did the passengers lose everything?—No; most of them picked something up that was washed ashore.

485. After the loss of your foremast head and bowsprit cap, when you wore round to the south east to return to Liverpool, at whose instigation was it that you wore round to the south east?—I believe it was at the captain's.

486. Did you hear any remonstrance on the part of the passengers?—Not at that time.

487. At what time did you hear remonstrances?—At the time we put the ship round again the next morning, to go to the northward and westward.

488. On that occasion the passengers remonstrated?—Yes.

489. What did they say?—They said they wished him to go back again.

490. What did the captain say?—He said, "You want me to back again?" They said, "Yes." He said, "Well! I put back for you once, and you tried to do me an injustice; you tried to bring me in for things that I am not blameable for; and I will not tell you where I am going to." They then said, "They would take the ship from him, and take charge of it themselves," and he said, "The first man that attempts to take charge here, I will shoot him."

491. Do you recollect what day that was?—The 18th of September—Sunday morning.

492. Did you think yourself, at that time, that the ship was in a condition to weather the voyage?—Yes; at that time she was.

*Thomas Markam.*

2d Nov. 1853.

493. You had lost the foremast head, and the bowsprit cap, and the foreyard, and you had for a foresail the cross-jack. Do you then think that the ship was in a condition to go?—Yes.

494. With the spars you had on board at that time, you could have rigged her?—We had a fore and main topgallant mast, two spare ones. I should have put one up forward for a foretop mast, and another for a jib-boom; we should have a cross-jack bent for a foresail. We had a cross-jack yard, and we could have set a topgallant sail for a topsail, and a flying jib I should have set for a jib.

495. Then you think it would have been safe to have made the voyage to America in that ship?—Yes.

496. If you had been master of that vessel, would you have gone with that ship and that cargo?—Yes.

497. Who kept the reckoning of that ship?—The mate, Mr. Bell.

498. You had nothing to do with the reckoning?—No.

499. Do you happen to know anything of the compasses of that ship?—No; I am not certain that they were correct; I could not swear to that.

500. Were you at the wheel at all?—No; I never was at the wheel.

501. You do not take the wheel?—No; when I take charge of a watch, I examine the compasses, to see that the course is steered.

502. Did you hear any remark on the part of Mr. Bell, that the course steered did not give the ship's place, according to the reckoning?—No.

503. When you made St. Kilda Island, did Mr. Bell make any remark, that he thought the ship ought not to be there?—No; he made a remark to the contrary: he said that he expected to make the island at the time he did; whether it was from the observation of the chronometer or not, I do not know.

504. Did Mr. Bell work the chronometer, or the master?—The master.

505. Did you take any part in that?—No.

506. What spare spars had you in that ship?—One topmast; either a fore or maintopmast, one topsail yard, and one lower yard.

507. A spare lower yard?—Yes.

508. That is a very unusual thing to carry?—I have always seen it, in every ship that I have been in.

509. Had you two spare topgallant masts, one topgallant yard, any spare sails?—I cannot say what spare sails we had; the sailmaker will know that.

510. Had you any boats, besides the ship's long boats that were washed away?—There were three boats stowed on the poop, and the long boat on the house on the deck. The three boats were upside down.

511. If you had been required to get these boats in the water, how long would it have taken you?—To get the whole of them in the water would have taken us about a quarter of an hour. They were light boats.

512. Had you any davits?—Davits on one side; that is, where the life boat was: we had tackles for one side, and davits for the other.

513. I suppose the poop was too high for the davits to take these boats off the poop?—No.

514. But you had only davits on one side?—That is all.

515. What was in the long boat?—Nothing in the long boat; she was bottom upwards.

516. Did you find the ship leak when she was lying to?—In that heavy gale she was leaking a little; the gale before we got ashore.

517. Did she leak much?—No, not a great deal.

518. How much?—She had to stand twelve or fourteen hours, and after pumping about two hours we got her free again.

519. Where did she leak?—She leaked on the top side, and about the deck first.

520. On the night when you were running into the rocks, what was the state of the passengers?—There were some of them in bed, and some of them on deck.

521. Did they all know that the ship was going on shore?—The mate was sent to tell them, I believe. The last that I saw of Mr. Bell, he was going down the poop, down the ladder, and I asked him where he was going, and he said he was going to let the passengers know; and soon after he went down, they all came up, and I believe that is the way a good many of them were killed. They smothered one another trying to get up the companion out of the 'tween decks, on to the poop.

522. Until that time, then, they were not aware of their danger?—No,

523. You knew of it?—Yes, I knew of it all the night. I knew if we did not weather Barra Light, we must be lost.

524. Did the crew attempt to do anything to save the passengers?—Yes, they assisted them all they could; helped some of them aft on the poop, and told them to keep themselves quiet.

525. Did you see any of them attempt to save the passengers?—I saw them helping them along, helping them to the poop, telling them to go aft, that is all I saw. In fact, that is all we could do. The sea was making over us, and it was as much as ever we could do to hang on with our hands. And it was very cold; in fact, there were two or three of the passengers, young lads, dead in the morning from nothing but cold. I had to beat the doctor's back all night, or else he would have been dead.

*Thomas Markam.*

2d Nov. 1853.

526. And the master—did you see him?—Yes; the master was standing in the skylight all night, after the vessel broke up; he stood in the skylight on the top of the cabin table.

527. Where was the master when the ship broke up?—He was on the poop. There are iron stanchions round the poop, with a guard chain; and he was standing with one foot on one of them, and holding on to the mizen rigging.

528. Piloting the ship?—Piloting the ship into the bay.

529. Did the captain use all his utmost endeavours to save the passengers?—Yes; the captain did as much as ever man could do.

530. Can you speak well of him?—I cannot give him a bad name.

531. What did you see him do with respect to the passengers?—Nothing out of the way; he always treated them kindly.

532. I am speaking now of saving them; what a person in his situation might be expected to do in order to help those people, who had no notion themselves of doing anything?—He told them where to go to; to keep cool, and he would do the best he could for them, and the women he brought them into his own berth, as many as he could get in.

533. I perceive there were thirty-three of the crew, out of forty-one, saved?—Thirty-three, I think, saved.

534. There were eight of the crew lost then?—I think there were only thirty-three in all; about thirty-three sailors, besides the master, surgeon, steward, and second steward; that would make four more—thirty-seven.

535. Was the steward saved?—Yes.

536. The second steward?—Yes; the second steward is in Liverpool now.

537. Can you account for so many of the passengers being drowned, and nearly all the crew being saved?—Scarcely; without they clung to each other; that is the only way that I can account for it, and when they were rushing into the cabins out of the bulkheads they were running over one another then.

538. What time was that?—That was just after she struck.

539. It says here:—"Until the 21st, when the gale of wind came on, which made her labour and roll as before, opening her seams, and requiring all hands at the pumps to keep the leaks under." Was that true.—Yes.

540. "The maintopmast had to be cut down, and the chain cables were thrown overboard to ease the ship?"—No, sir; it was because it got across the gunwale.

541. How came the chain cable to be unfixed?—We had no lockers.

542. Were all the cables clinched?—The cables were not clinched at all; just lashed to a ringbolt—the ringbolt upon the main hatch.

543. A stopper bolt?—No.

544. What size is that bolt; inch iron?—More than that.

545. As thick as the chain?—No; it was a stout chain.

546. How many cables had you?—Two.

547. How many anchors?—Two.

548. And you had all the chain upon deck?—Yes.

549. How was it secured?—Secured with spars, and lashed to the ringbolts.

550. It lay between the spars?—No; lashed to the spars, that is all. There was a spar laid purposely along the deck, and the chain was lashed to this spar, stowed alongside of it.

551. And was she going the voyage in that way?—Yes.

552. Did you ever see that done before; did you ever know of a ship having chain cables that were not clinched?—No.

553. Was the cable round bits?—No.

554. How were you going to let her anchors go?—With lashing to the ringbolt that was in the deck. There were no riding bits, neither windlass ends nor bits.

555. How could you heave the anchor?—With the windlass.

556. Was the chain round the windlass?—Yes.

557. Had you any chain compressor?—No.

558. You do not suppose any ship could ride with safety in a gale without her cables being clinched?—No.

559. Did it look to you to be safe, with those chains across the deck in that way?—No; in fact, one man got his leg broke.

560. Was it always knocking about?—Yes; you might lash it, but it would be sure to fetch away.

561. What were your spare spars secured to?—The spars were in the side. There were large bits each side of the main deck; there was a bit-head forward, and a bit-head aft, and they were properly secured.

562. How was your long boat secured?—The long boat was secured by the bolt on the top of the house.

563. How was the house secured?—The house was fastened to the deck with stanchions, secured to the cant in the deck.

564. Did it look to you to be a safe thing to carry the long boat in the way that you did?—Yes; the house was only a cook house.

565. You had no other lashing, then, at the top of the house?—No.

566. Did that look safe for the boat?—Yes; safe enough. There were several seas struck her before she went; she never started off till the house went.

567. It says in the narrative, that when the mizen-mast went, the people were crushed, and not drowned. What is the meaning of that?—I do not know. I suppose it must have been those that were in the cabin underneath. There was one woman on the poop that had been crushed by the falling of the mizen boom. Thomas Markam.  
2d Nov. 1853.

568. The narrative says:—"While the passengers were thus clustered round the boats;" those three boats, I suppose, that were on the poop; "and within a very few minutes after the ship had grounded, she was struck by a sea of frightful potency, which instantly carried away the dense mass of human beings into a watery waste, and boats and bulwarks went along with them?"—Yes, that is correct.

569. Was that the time that the main-mast and mizen-mast went?—Yes.

570. Have you seen this account in the *North British Mail* of the 11th October?—No, I have never seen this account.

571. Just read it through, and let me know what you think of it; whether it is correct?

*The following extract was then handed to witness, who read it.*

"The only safety of the 'Annie Jane' and her crowded freight now depended upon weathering the headland, and thereby obtaining ample sea room; but it was soon seen that nothing short of a miracle could carry them past the heads of Barra. By dint of great exertions she was got clear of a reef of rocks which jutted seaward, upon which the waves were breaking furiously, and where it was evident to all that, had the ship struck, not a soul would have survived to tell the tale. Having rounded the reef, the ship got opposite or into Watersay Bay, a large indentation, with a sandy beach; and according to the account of one class of the survivors, she was there run ashore to escape the reef of rocks which formed the opposite entrance to the bay; whilst according to the opinion of others, she was forced in by the fury of the gale. Certain it is that within twenty minutes after clearing the reef, and between twelve and one o'clock on the morning of the 29th ultimo, the ship took the ground with a fearful concussion. All the officers and crew were on deck at this fearful conjuncture; but there were also on deck a large number of male passengers, who held on by ropes and rigging, and with feelings of despair contemplated their fate, as indicated by the dull outline of the land, and the roaring of the surf on the beach. Meanwhile the great majority of the passengers, including all the women and children, were below in their berths; but the striking of the ship gave them a fearful wakening. Many rushed on deck in a state of nakedness; wives clung to their husbands, and children to both; some mute from terror, and others uttering appalling screams, and eagerly shrieking, 'Is there no hope?' In fact, the scene is described by the survivors as the most agonizing that it could enter into the heart of man to conceive. The poor creatures had not long to wait for the catastrophe. After the first shock was over, the passengers rushed to the boats, three of which were placed between the mizen-mast and the poop, and the fourth lay on the top of the cooking house forward. The life boat, as we have said, had been already lost; but, as happens too commonly in such melancholy cases, the boats were of no earthly use, for they were all fixed down and secured, or lay bottom up. Indeed, it is extremely questionable if there was any chance of the boats living in such a storm, even had the means of launching them been at hand; and the belief is, that the passengers had rushed to them from the instinctive hope of obtaining relief thereby, or of preventing the crew making use of them for their own special preservation. While the passengers were thus clustered round the boats, and within a very few minutes after the ship had grounded, she was struck by a sea of frightful potency, which instantly carried away the dense mass of human beings into a watery waste, and boats and bulwarks went along with them. It is the opinion of our informants that at least 100 of our fellow creatures perished by this fell swoop. The wild wail of the sufferers was heard for a moment, and then all was still; at least so far as this unhappy group was concerned. The same sea carried away everything moveable fore and aft, but still a great many of the crew and passengers remained, who had secured themselves by ropes, or by some temporary fixtures. While this fearful scene was going on upon deck, the great majority of the women and children, as well as some of the male passengers, remained below, either paralysed by terror, or afraid that they would be washed away in the event of their coming on deck. But their time also had come. The frightful thumping of the great ship, taken in connection with her cargo of railway iron, must have immediately beat the bottom out of her; and while her fabric was in this weakened and disrupted state, another dreadful sea broke on board, and literally crushed that part of the deck situated between the main-mast and mizen-mast, down upon the berths below, which were occupied by terror-stricken women and sleeping children. They were killed, rather than drowned, as was evidenced by the naked, mutilated, and gashed bodies which were afterwards cast on shore. The main and mizen masts went at the same moment. The second branch of the catastrophe took place within a very few minutes after the passengers and part of the crew had been swept away from the deck along with the boats. The most of the remaining seamen and passengers now took refuge on the poop, which is a very high one, and each succeeding assault of the sea carried away its victim or victims. In short, within one hour after the 'Annie Jane' struck, the remaining stumps of her masts went by the board, and she broke in three pieces. An additional number perished at this disruption: and all the survivors remained on the poop, with the exception of seven men, who had secured themselves on the top-gallant fore-castle. The poop fortunately floated well; and as it was about high water, the wreck was drifted inwards by the wind, and each heave of the sea—when it finally



*Thomas Markam.*

2d Nov. 1853.

grounded about four o'clock, a.m. The forecastle with the seven men came ashore much about the same time. The wreck had been observed from the island almost as soon as day broke; and, in the first instance, seven or eight of the Barra men (all who were in the neighbourhood at the time) came down to render such aid as might be in their power. The remains of the mizen-mast were still attached by the shrouds to the wreck of the poop, and by the help of the islanders, it was placed so as to form a sort of bridge, or ladder, between the poop and the shallow water; and as the tide had now fully ebbed, all the survivors got on shore without much difficulty, by seven in the morning. When mustered, the survivors were found to number 102, of whom one was a child, twelve were women, and twenty-eight belonged to the crew, exclusive of the captain, who was also saved. But the departed friends of the survivors were on shore before them, for the beach was literally lined by their dead bodies, as well as by innumerable fragments of the broken ship, and the light part of her cargo."

*Witness:* It says here, there were seven men on the topgallant forecastle; there were only four. That is the only alteration that I can see.

572. Did you see any of the cargo of the "Annie Jane" stowed?—No: very little of it, I had to go running about for a register ticket.

573. Why did you not get one?—I did get one.

574. It did not take you long to get a register ticket?—It took me ten days to get one from London.

575. Who did you go to?—I went to Mr. Berry.

576. Is he the collector of customs?—I do not know what he is. In the seamen's register office, in Liverpool. He wrote up to London for a copy of the indentures to get them cancelled, and it was a week before they came down.

577. Had you had a register ticket before?—Yes; along with the indentures.

578. What became of that?—I had the indentures cancelled, and they had to send to London for a copy of the indentures.

579. Where was your register ticket that you had before?—I had none but the one with the indentures.

580. You sent it with the indentures?—Yes.

*Captain Beechey:* You should have kept it.

581. There are a number of complaints here, by the passengers, of the treatment which they received on board that ship. I will ask you, first of all, whether they were generally well treated, or not?—They were treated well, as far as I know anything about it. They always got their stores served to them at proper times.

582. Had you anything to do with serving out the provisions?—No; the boatswain did that, and was continually doing that and nothing else.

583. You had Canadians in the crew; do you know if they all spoke English?—Yes, a little.

584. Could they all understand English?—Yes.

585. Could they all understand the orders that were given to them?—Yes; all except one, and he could not understand a word you said to him; either could not or would not. One of the two.

586. What is the conduct of the Canadians when a ship gets into danger?—They are afraid.

587. When it comes on to blow hard, and the ship is lurching heavily, what do they do?—They go and hide themselves if they can, and it is as much as you can do to go and hunt them up.

588. Was that the case with the Canadians on the "Annie Jane"?—All except one man, who was as good as any of the crew of the ship.

589. This will be pretty nearly true then:—"The majority of the crew being French Canadians, and not understanding English, left the ship that night in imminent danger, not understanding the orders the officers gave them, and they could not be at hand when required?"—That "not understanding the orders" is not true; they did understand, but went and hid themselves, and were afraid to do anything. In fact, one of them was told to go up and help to furl the main-topsail, and he said, "I am afraid to go."

590. If you had had a good crew could you have saved your masts?—If we had had a good crew I do not know that we could have saved the masts.

591. But you would have saved the main-top-sail?—We could have saved the main-top-sail, if we had had all English men. It was the sail we could not get furled; if we had got the sail furled, it is my opinion it would never have been carried away.

592. The passengers say that they were "used like pigs?"—I do not know how that could be; they had their places cleaned out for them by the crew. The crew used to clean out their places, and that is more than one ship out of twenty, that goes out of the port of Liverpool, would do.

593. When they made their grievances known to the officers were they treated civilly?—Of course.

594. Not "of course;" they were not answered roughly?—No.

595. You only speak from what you saw?—Yes.

596. They were never answered roughly from the time when they came to Captain Mason, as far as you know?—As far as I know.



*Thomas Markham*

2d Nov. 1853

597. Did you hear any complaint of the provisions not being served out at the right times?—There was one complaint; about half a dozen Irishmen went one night to Captain Mason, and said they had not had their water, when the boatswain had been all the morning serving out water, and they had not come for it. That is all the last time. The first time we were out there were a good many complaints made, because we had only been at sea a week, and of course that would make a difference.

598. But the first time?—They were never answered roughly; but if they wanted anything some person was told to go and give it to them.

599. What were the complaints?—That bread and beef, or something or other, had not been served; but they never had to complain twice to Captain Mason, some one or other would go and give it to them.

600. Were they always told when the water and provisions were to be served out?—They were always told. I know it to have been done, and some of them did not come for it till night, when six or seven Irishmen came and made a noise about it. Captain Mason called the boatswain up, who said he had called their names over; and Captain Mason told the boatswain to go and give them their water.

601. Was the water good?—Yes, it was very good water.

602. The water was all in casks, was it not?—Yes.

603. How did you get the water out of the casks?—By pumping.

604. You had a hose?—Yes.

605. Where did you fill the water?—At the London Dock, we filled the water.

606. Did the ship appear to be a great deal crowded?—No.

607. Did you go down among the steerage passengers to see the state they were in?—Yes.

608. Did you see that they were very much crowded?—No more than the generality of ships are.

609. Was their luggage in their berths?—No.

610. Were the things lashed before they went to sea?—Everything was lashed for them, and some came and said, "my box should not be there," and they would cast it adrift themselves. There were complaints every day of things knocking about, but it was their own faults.

611. When you came into harbour you shifted some of the iron up in the ship?—Yes.

612. Did you find her easier when she went to sea again?—Yes; a little easier.

613. When the masts went, did it appear to be from the uneasiness of the ship, or from the heaviness of the squall?—It seemed to me to be the heaviness of the squall; because the vessel heeled over.

614. She did not go to windward?—No.

615. Did she jerk much?—No.

616. Did she roll deep or suddenly?—No; she did not roll suddenly at the time we lost the three topmasts.

617. Was she very uneasy?—She was very uneasy.

618. Have you any remark you would like to make?—No; except as to one report that Captain Mason was intoxicated and inattentive to his duties. I would just wish to contradict that.

619. Did you find him drunk at all?—No; never drunk.

620. Was he ever muddled?—No; never muddled.

621. Is he a humane man?—Yes, a very humane man; a very kind-hearted man.

622. Did he treat the passengers and crew well?—He treated them as well as any man could treat them.

623. Then these things that have been said of him, you do not think to be true?—No; I do not believe them to be true.

624. And he did his utmost, in your opinion, to save the ship?—He did his utmost for every one.

625. Could anything have been done that was not done?—No; nothing more could have been done by any mortal man, than he did do.

WILLIAM MORE, Sailmaker in the "Annie Jane" examined:

*William More.*

626. How long have you been at sea?—Eighteen years.

627. Will you state to me what you know about the "Annie Jane," after you left Liverpool with the emigrants; in about three days you got a gale of wind?—The third day.

628. Whereabouts was the ship then?—Just clearing the north channel.

629. What sail were you under?—Double reefed topsails, with mainsail furled, and foresail set.

630. Which tack were you on?—On the starboard tack.

631. Then what happened; did you lose her masts?—Yes.

632. How did you lose them?—By the rolling of the ship, and the severity of the weather besides.

633. Did she roll much?—She rolled very heavy; she laboured more than ever any ship that I was in.

634. The wind was on the quarter?—It was a contrary sea, one against the other

635. Then what went away?—The foretopgallant mast, and the foretop mast.

*William More.*

2d Nov. 1853.

636. Was it in a squall?—It was in a squall; a heavy squall.
637. It was not with the rolling?—It was with the rolling, and the squall together, that was the cause of it.
638. Then did you still continue on?—We still proceeded on; for two days I think, and then turned back.
639. You ran away to the westward, and then bore up round Ireland?—Yes.
640. Round the south channel?—Yes.
641. How long was that after the masts went?—Two days, I think.
642. What made the master bear up?—The passengers proposed it to him.
643. Did he consent directly?—Yes, he gave his consent.
644. Then you proceeded to Liverpool?—Yes.
645. Had you any complaints from the passengers. Were they dissatisfied?—No, they were not dissatisfied then, after we turned back the first time.
646. Did you hear any complaints about provisions, when you did come back?—We heard several complaints, but I cannot bring them all to mind. They were always making complaints, they were never satisfied.
647. Were their complaints reasonable?—They got their allowance, and everything signed for; some said they had not this, and not that, and at the same time they had had it; and one would come a second time for it.
648. The boatswain served out the provisions?—Yes, and myself too.
649. How did you do it, turn and turn about?—Yes, and the second time the boatswain was sick, and I took the whole charge of it.
650. What were the complaints when they were brought to you, that they had not had not had it, or that they had not had the quantity?—They said that they had not had the quantity that they ought to have of bread, or tea, and, at the same time, I knew that they had had it.
651. What is your check?—I had no check against them; I have lost all my papers.
652. When you serve out provisions, and people come to you, and say, I want so and so, what check have you?—I have the list that the mate made out, who told me what to give them, and what their allowance was, and I gave it them.
653. Who gives you the account of the allowances?—The mate. The mate gave me the proper list, and then after I had done my day I would give it to the boatswain, that he would carry on in the same way.
654. Is it a printed book?—Yes, with the details put in in ink; what they are to have; so much water, so much rice, oatmeal, and so forth.
655. You serve it out according to that list?—Yes; it would not be my profit to keep anything from them.
656. And you weigh it?—The first go off it was not weighed out.
657. Why did you not measure it?—The weather was so severe, that I could not be upon deck, and attend to them as well.
658. Did that give dissatisfaction?—There was no dissatisfaction when I had anything to do with it.
659. When you did not measure it out, did that give dissatisfaction?—No; they never made complaints to me, except that they had not had it at all.
660. What check had you upon them to know that they had had it?—I had the book that the mate used to make out—the proper list; there was water, and bread, and tea, and whatever the allowance was, and a list of our passengers.
661. Were their names written down?—Their names, and the number of their berths.
662. And did you check them off as you gave it?—Yes.
663. Are you sure?—I am certain of it.
664. Then when you showed them their names ticked off, were they satisfied?—Some would not come for it.
665. When they said they had not had it, perhaps they had not had it; they had not come for it?—They always had it when I had charge of it.
666. Did any of them say they had not had it when they had?—I spoke to them, because there were plenty that used to come for it for the second and third time, and thought they would get it.
667. You found them ticked off as they had it?—Yes, and they came with a double attack upon me, and because I spoke to them about it, there was a noise made.
668. Then latterly it was served out by measurement?—First by measurement, and then by weight and scales.
669. Did they come in messes, or individually?—Some of them in messes, and some of them by themselves individually. The chief part of them were in messes, especially those that went out for the railway.
670. Then had you any complaints about the provisions themselves?—No, we had no complaints about the provisions themselves not being good.
671. None?—No; the provisions were as good provisions as ever need be. It was capital bread, and tea, and sugar, and all.
672. There is one man saves his bag of oatmeal, and says that instead of getting ten pounds he only got ten ounces?—When the ship got ashore, there were several who had a great deal that they did not know what to do with. They had bread, and stuff that they could not eat in their messes.

*William More.*

2d Nov. 1853.

673. You think they had more than they could eat?—I am sure of it. There was not one on board who had not enough. I am certain of that. There were some of them always grumbling, and growling; it is their nature.

674. The account says here "that one of the parties who left the ship at Liverpool, had, untouched, and unbroken, the ten days' allowance of oatmeal served out to him on board the "Annie Jane," and the weight was one pound four ounces, so that had it not been for their private stores the unfortunate emigrants might have been starved." Is that at all a true representation?—That is false, I can assure you, whoever it is.

675. What would be the ten days' allowance of oatmeal?—I cannot say, I am sure; I give it out according to the week.

*Mr. Murdoch:* It should be five pounds a week.

*Captain Beechey:* Then, for ten days it would be about seven pounds and a half.

676—7. Was the provision good that you saw?—Yes; very good.

678. What spare sails had the "Annie Jane"?—She had two sets except her royals; she had studding sails.

679. Two complete sets?—Yes.

680. You set sail again on the 9th of September, and you had been out two or three days when you lost the masts and yards again. Just describe how that was, will you?—We got about 200 or 300 miles clear of the land, and when we had a half gale of wind, with single reefed topsails, it came on to blow harder, and we double-reefed them, and kept them so, the ship labouring heavy with the severeness of the weather, and a heavy sea on; carried away her fore-top-gallant, and fore-topmasts, and jib-boom, at the same time, and we had to cut the lashings of the jib-boom to let her go clear.

681. You lost the jib-boom and end of the bowsprit?—Yes; and the cap.

682. What made the jib-boom go?—The martingales gave way, and then the sails tore away the jib-boom.

683. It was the rigging that gave way; how came the topmast to go?—It was the rolling and the weather; she made one lurch to starboard, and it gave way.

684. What tack were you on?—The port tack.

685. It made a lurch?—Yes.

686. Then the foremast went?—Yes; the foremast went at the same time.

687. Were you trying to take the sails in at all?—Yes.

688. What were you going to take in?—It all went at once.

689. You had no time to take anything in?—No.

690. What sort of sailors are the Canadians in a gale of wind?—Not good at all; nor in anything else.

691. Did they go aloft to take the sails in?—Yes, by a deal of driving; you must shove them aloft first, before they go.

692. Did they understand you?—Oh, yes; *some of them*. They were independent as they were going out. There were *one or two good ones amongst them*.

693. You had seventeen, had you not?—I do not know exactly the number of them; but there was a many of them.

694. You lost the masts as you described; what took place then?—Then we got a yard up; a jury yard; it was a rough spar that we had, and we bent the sail to it.

695. Was there a heavy sea at that time?—Yes.

696. And the ship rolling?—Yes; rolling very heavy.

697. Did the passengers ask to go back?—Yes; they asked to go back then.

698. At that time?—No; not at the present time; I think it was next morning they asked to come back again. When they saw that the captain was going to Quebec, and seeing the state that she was in, they petitioned the captain to go back again.

699. What did the captain say?—He said he would.

700. Did he?—He turned back then, and then he changed his mind afterwards.

701. Did he think he was able to proceed?—If there was nothing more went, he thought we should be able to go on, if the maintop mast had not gone afterwards. We turned back, and then he and Captain Rose had some talk together; it was not in my presence; but, as far as I can learn, he took Captain Rose's advice and proceeded on.

702. Were there some high words?—Yes.

703. And you proceeded on to Quebec?—Yes.

704. He turned the ship round, and put the ship westward?—Yes.

705. After those high words?—Yes.

706. What were they talking about?—I do not know.

707. Did Captain Rose want to go back?—Captain Rose wanted to proceed.

708. Did the passengers want to go back? What were the high words between the captain and Captain Rose about?—I cannot say what the high words were between the two of them. The captain and the passengers had some high words, and he said he intended to go on.

709. Were you present?—Yes; it was my watch on deck at the time.

710. Were you present when the passengers presented the petition to the captain?—Yes.

711. What did he do to it?—The first time?

712. Did you see what took place?—He turned for two days the first time; he turned for Liverpool the first time after two days; I am not certain exactly,—I may be wrong in

*William More.*

2d Nov. 1853.

some things, I am not wrong in much,—until he had some conversation with Captain Rose, and then he turned back again.

713. And Captain Rose, you think, persuaded him to go on?—Yes, I think so; he would have come back to Liverpool again if it had not been for Captain Rose, and Captain Rose was told of it the very night she went ashore, both by the mate and second mate; he was told two hours before she got ashore, or less than that. There was the captain, and the mate, and Captain Rose, nothing but jawing one another; and the mate said, “Anything that happens to the ship, you are to blame for it.”

714. Then it says here (*referring to a document,*) “In the place of the captain reading the petition, he pitched it overboard.” Did you see that done?—Yes, I saw it done.

715. Did the captain pitch it overboard?—Yes; over the larboard quarter.

716. Did he say that he had put back on a former occasion to please them, and that he would now have his satisfaction out of them the second time?—He did not say anything about satisfaction; I only heard a few words. He said he would proceed on.

717. Just tell me the words; you are bound to tell me, or I shall have to put you on your oath. I want to get out exactly the words the captain did say?—I cannot say exactly what the words are. He said something about Quebec or the bottom; he was determined to go on, that was it; and anybody who said anything to him, he would blow their brains out; and they might take the charge of the ship themselves, and do what they liked with her. He would blow their brains out if they offered to make any disturbance, as they were going on. They came down into the cabin to him. I forget his name now; a poop passenger came down to the cabin to him, and the captain told him to go on deck again.

718. They were very troublesome?—Yes.

719. Did they say “they would forfeit all their passage money if he would go back?”—Yes; I heard that repeatedly. They said that the first time.

720. Was the ship, in your opinion, at that time capable of going that voyage?—We lost the maintopsail, and we set another one; we lost the maintopsail at the time we lost the maintopmast.

721. That is the first time, before you turned back?—The first time.

722. You went to sea again with one topsail?—No; we got another one here.

723. You took two out, did you?—One was bent and one was below.

724. You had a maintopsail bent?—Yes.

725. Now, I ask you, whether you think it safe that the ship should go out with that sail, and make that voyage to America?—No.

726. If you were upon lee shore, could you get off with that sail?—No. I was talking to the mate the night before, and we were talking about how it would be that we lost the whole of the masts.

727. (*Captain Beechey.*) I am not talking about that time. Had you a cross-jack in that ship?—Yes, and we lost that too.

[The account from the North British Mail, of the 11th of October, spoken to as mainly correct, in the evidence of the last witness, was here read over to the witness under examination, who said that it was correct, with the exception of the statement as to the assistance given by the islanders. They gave no assistance in fixing the remains of the mizenmast so as to form a bridge between the poop of the vessel and the shallow water; they were afraid to come into the water. The statement was correct as regarded seven men being saved on the topgallant forecastle.]

728. Do you know the manner in which the chain cables were secured?—Clinched.

729. On deck?—Yes; on the house, lashed to the ringbolts.

730. Why did not you pay them down into the lockers?—There were none.

731. How did you keep the chain cables at sea from knocking about?—By lashing them to the ringbolts, and in a gale of wind there was one of the chain cables gave way—the lashing gave way; there were three strong lashings of three and a half inch rope. The cable went through the bulwarks and went overboard, and broke a man's leg, and he never stirred out of his berth, and was drowned. The chain had broken the angle of one of his legs, and he could not be moved. He was one of the cook's hands.

732. Did it appear to you to be a proper thing to keep those cables in that way at sea?—No.

733. Suppose you had wanted to pull up that night, instead of going into the bay, would that have held?—Yes.

734. Do you think the ringbolt would do?—Yes, if it was turned round the windlass.

735. When you expected you wanted it you clinched it?—Yes; clinched it round the foremast.

736. How was your long-boat secured?—Secured at the top of the house. She pulled the ringbolts out of the house with the rolling of the ship, but she was replaced again; as good as ever, and was just the same as when she left Liverpool.

737. Was that house strong of itself?—It was as good as could be built; a very strong house, or else the chain cables would have had the house clear away.

738. You had some other boats?—Yes; three on the poop and one long-boat at the starboard side. She was taken away, with davits and all.

739. Had you any davits on the other side?—No.

740. In the stern-boat?—No.

741. How would you get those boats out on the poop when you wanted them?—They would easily capsize over.

William Moore.

2d Nov. 1853.

742. What tackle had you?—Luff tackle.

743. Did the ship leak when she laboured, the second time you were out?—Yes, she started one of the planks outside, but it was discovered and covered up.

744. Whereabouts was that plank—above the water line?—It was about square with the fore channels; there was only a sea could get in; it would not do much harm.

745. How large was it?—About that large (*describing a yard*).

746. Was that about the cathead?—Between the channels and the cathead.

747. There must have been a heavy strain there?—Yes, very heavy.

748. You think that ship strained more than any you have been in before?—Yes.

749. Were you ever in a ship laden with iron before?—Yes, but not so much as the "Annie Jane" had.

750. Was everything done on the part of the captain and officers to save the passengers on the night when you were wrecked?—Yes.

751. How did the captain behave?—I think the captain behaved very well indeed in the way he took her in. He stood on the poop and gave orders, and I attended to the wheel, and he told me to port or starboard till she struck. I stopped there till she struck, and then the captain went down below for something.

752. Did you see the mate, Mr. Bell?—Yes; Mr. Bell was on deck at the time along with me.

753. What became of Mr. Bell?—I do not know; the last I saw of him was down in the pantry; he had a bottle in his hand, and I asked him what he intended to do. He said he had no hopes. What he was drinking I cannot say, whether it was grog or what it was.

754. You did not see him after that?—Yes, I saw him after that in his state room, in his berth. I was there myself for awhile; after that I stopped on deck till I was exhausted; I was nearly perished with cold; I went below for a while, and I was sent on deck to see if I could get the anchor clear away. I made four or five attempts to get to the poop, but I was obliged to hang on to the companion with both hands. She was broadside on, and the seas coming clean over her. We had lost the foremast at that time. I was washed down three or four times against the mizen rigging and against the sails; I was perished, and wanted to go below, but he would not let me.

755. Who?—The captain. At least, the carpenter wanted to go down first, and the captain was vexed, and told him to "go to hell."

756. How did the Canadians behave at that time?—Some stole away; I cannot tell where the half of them were. There was fine work to get them to do anything.

757. How many life-buoys had you?—Two.

758. Were they made use of?—Yes, I saw two men with them.

759. What were they?—Two Scotch labourers.

760. Passengers?—Yes.

761. Were they saved?—No, they were drowned. I saw them on the beach with the life-buoys the next morning. Life-buoys were no use there; the sea was so high, and the surf, together with the wind right in.

762. Do you know a man of the name of Ross on board that ship, a cabinet-maker?—I may know him, but I cannot bring to mind the name exactly; there were so many of them. I have an idea who it is, but I am not quite certain.

763. How did the inhabitants treat you upon the island?—Very indifferently indeed.

764. Where were you?—At Mr. Mc Lellan's house.

765. They treated you very indifferently?—Very indifferently indeed. First go off, we got a drink of milk or so when we asked for it; but the longer we stopped there, the worse we were treated.

766. Did they give you anything to refresh you the first time you landed?—No; only a drink of milk. I stood before a turf fire and dried the few clothes on me as well as I could; we were nearly smoked out.

767. This statement (of Angus Mathieson) says:—"That, in the declarant's opinion, and in the opinion of the other passengers with whom he talked upon the subject, it would have been quite practicable for the captain to have put about the ship, and made the main land, or west coast of Scotland, provided he had done so in time, and after receiving the petition from the passengers." At that time could the captain have done anything of that kind?—Yes; he could have done it, but he thought he could weather Barra. He had always hopes of weathering Barra Lights; and if he could weather Barra, he would have twenty miles more drift, and he could have bore up the other way.

768. How was the wind?—South-west.

769. Do you know any thing about the observations, and whether there had been any observations for latitude?—No.

770. You would not be in the way of knowing that, perhaps?—I am not certain whether there was, or not.

771. And the reason, you think, why the captain did not bear up the other way, was because he made sure he should weather Barra?—Yes.

772. Do you know anything about the chief mate being consulted by the passengers as to the return of the ship?—There was a deal of insolence from some of them; I cannot call names of the party now.

William Moore.

2d Nov. 1856.

773. Do you know whether the mate said at all :—"From the state the ship is in, she will never arrive at Quebec, and if her main-mast goes, she is not worth a penny. If I had had the command of the ship, she would not have lost her masts." Did you ever hear him say that?—No; I never heard him say any such thing, but I have heard Captain Rose say it.

774. You think Captain Rose said that?—Yes; I am certain; he first told me that himself.

775. You do not think it was the mate?—No, not in my presence; I do not think he ever did say so.

776. You think you heard Captain Rose say that, "she would never arrive at Quebec, and if her mainmast went, she would not be worth a penny?"—No; "that she would not have lost her masts, if he had had charge of her."

777. Was Captain Rose for going on?—Yes; strongly. He was anxious to get there as a ship-owner.

778. Did you hear any complaints about the compasses being out?—No; no complaints whatever about the compasses to my knowledge.

779. You have seen what has been said in the papers; have you any remark to make?—No; I can only say that I have lost all my clothes.

780. (*Captain Beechey.*) I suppose all the people have done that?—Yes; chests and all.

781. But I mean with respect to what has been stated in the papers; the remarks that have been made for and against?—Well, they behaved very well to us from the time we left Barra till the time we got to Liverpool. The inhabitants gave us plenty to eat. After we left there, they did the utmost in their power to help us on our journey.

782. Did they find you a vessel?—Yes.

783. And you came here?—Yes; they took us to the poor-house in Glasgow, and they would not let us in. We had to go on board the steamer again.

Charles Brown.

CHARLES BROWN, Seaman in the "Annie Jane," examined.

784. What countryman are you?—American.

785. Where were you the time the ship lost her masts?—I was not on board the first time, only the second time.

786. Where were you the second time?—The second time we lost our masts was on Sunday, about four o'clock.

787. Where were you?—Standing alongside the poop.

788. Was it blowing hard?—Pretty fresh.

789. Any sea on?—Pretty heavy sea on.

790. How was the wind?—I cannot tell exactly.

791. Were you close hauled?—We were close on the wind.

792. You are quite sure of that?—Yes.

793. What made the masts go?—The fore-topmast went, and took the foremast head with it.

794. Was the ship rolling at the time?—Yes; pretty heavy.

795. Did you hear any thing between the passengers and the captain?—No; I did not.

796. Did you hear any quarrel between the passengers and the captain?—The only thing I have heard was in the afternoon. About four o'clock there was a disturbance with the passengers about a handkerchief, and the captain came down and told them to "hush up." They still made a noise, and he said, "Damn it, if you don't leave me alone, you will have to find your own way."

797. What were they talking to him about?—I do not know.

798. Did he threaten to shoot anybody?—I do not know; I did not hear anything of it.

799. Where were you when the chain cable fetched away?—I was on the larboard side, and the starboard cable gave way, and at the same time broke one of the Canadian's legs, and we got him out into the poop, and the doctor set his leg.

800. How long have you been at sea?—About 12 years.

801. Did you ever see a ship carry her cables upon deck before?—No; that is the first ship I ever saw do so.

802. Were the Canadians messed with you?—No; they lived on the other side of the fore-castle altogether.

803. Could you understand them?—I could understand a few words sometimes, and that was all.

804. Could they understand you?—They never said any wrong to me. They said, "bad weather," or something like that.

805. Did they understand the orders when given to them?—Yes; I believe they understood very well. There were some of them that understood English, but they did not want. If it was anything to do, they would stand and look round, and would neither go one way or the other; so of course the command was given by the officers, if there was anything to do, that we should do it.

806. If you had had a better crew, could you have taken in the sail?—Yes, I dare say we could have taken in that maintopsail before the mast went away.

807. That maintopsail going was the cause of the mast going, was it not?—Yes.

*Charles Brown.*

2d Nov. 1853.

808. What part of the ship were you in when you saw Barra?—I was standing on the poop, between the mizen and main rigging.

809. What took place?—It looked very bad when I looked at it. We saw the island by day, but we did not see the light before it came on dark.

810. The first land you saw was the island of St. Kilda, was it not?—Yes; the first island that we saw was some little rocks.

811. St. Kilda?—Yes, and the next day we made Barra; it would be somewhere to the northward of Barra island.

812. Did you see Mr. Bell at that time?—After we ran in; I believe it was 12 o'clock the last time I looked at the timepiece. There were eight of us aft at the wheel; two at the wheel, and three on each side; we had very little sail.

813. I suppose she was a long time wearing?—Yes.

814. Did the captain do all he could?—Yes, he was on deck the same time that she struck.

815. Did he do everything he could to save the ship?—Yes, he did everything he could to save the ship.

816. When you landed, did the natives treat you kindly?—Well, they would have treated us very kindly, only I do not know whether they had anything to give us. The first they gave us was well enough, but the next day they would not give us anything, and we had to go down to the beach and pick up our own salt meat and cook it; and we came across a cask of oatmeal, and we took the heart of it out and made some soup.

817. Then they did not treat you very well?—No; the people on the island treated us very well; the governor of the island told us when we went on shore first, to go down to the other house and we should have plenty of potatoes and herrings. They gave us about a pint of milk the first time we came on shore, and then we had some potatoes, and then two days afterwards we got potatoes once more.

818. Were the passengers a contented, orderly set of people?—I do not know. Some of them came to me sometimes, and said they had had nothing to eat; they felt pretty hungry.

819. I mean on board the vessel?—I never had much conversation with them.

820. Did you hear any complaints about the provisions not being served out?—No; nothing of the kind.

821. Were you present when the provisions were served out?—I am quite sure that I saw the boatswain go at seven o'clock, and it would be sometimes till eight o'clock at night that he was serving out provisions.

822. You think that the boatswain was attentive in serving out provisions?—Yes.

823. Do you think that any went without?—No; there was always some of our men with him to help out the provisions.

824. Did he give them out according to the list?—I do not know.

825. Have you been there?—Yes, I have been there once, and he gave them their full allowance, and measured it out to them. There were scales and everything.

826. Were the provisions good?—Yes, there was very good bread, and sugar, and rice.

827. Any oatmeal?—And oatmeal.

CHARLES LEE, Apprentice on board the "Annie Jane," examined.

*Charles Lee.*

828. Is this your first voyage?—Yes.

829. How came you to be saved?—I saved myself; I was in the sky-light.

830. Were you attending on the master?—No.

831. What was your duty?—To clean the lamps.

832. In the cabin?—In the aft-deck next the cabin.

833. Were you a good deal amongst the passengers?—Yes, I went down every night and morning to fetch the lamps and see that they were right.

834. Did you hear any grumbling?—No.

835. Were you present when the boatswain was serving out the provisions?—Yes.

836. Always?—No, not always. Each lad took it in turns.

837. What turn was yours?—There is another one outside here who used to serve out the provisions while I was cleaning out the lamps.

838. You stayed there part of the time?—Yes.

839. How did he serve them out?—He served them out one by one; he weighed them out.

840. Did he weigh them out in scales?—He had—I do not know what you call it.

841. Spring scales?—Yes.

842. Did you hear anybody complain?—No, not at that time. I heard them about the water.

843. What did they say about the water?—They went up to the captain, and told him about the water, and the captain said the boatswain could not serve out provisions and water in one day. Sometimes they would not be up to get the water of him.

844. They would not come for it?—No, they would not come for it. We had hard work to get them out of their berths in fine weather; we burnt tar and sulphur to make them come out.

845. Were you sent to do that?—No, the sailors and all were sent to do it.



*Charles Lee.*

2d Nov. 1853.

846. How did they treat you when you landed at Barra?—They treated us very bad.

847. Did you hear the captain say on deck that he would shoot anybody?—No, I was on deck at that time.

*Mathew Irwin.*

MATHEW IRWIN, another Apprentice on board the "Annie Jane," examined.

848. Was this the first voyage you were at sea?—Yes.

849. Did you take it in turns with the other boy to assist the boatswain in serving out the provisions?—Yes; us two lived with the boatswain, and he used to take the other boy one day and me the other.

850. You had to serve them out?—We weighed them and measured the water.

851. Did the passengers grumble much?—No; I never heard them grumble.

852. Did the boatswain stay all day long serving out provisions?—Yes; till he was done with the provisions.

853. Did you wait upon the captain?—No.

854. Where were you when the ship was lost?—I was in the mate's berth. I stayed there all the time, when the second mate pulled me up to the skylight.

855. What became of you then?—I remained on the deck then.

856. On the poop?—Yes.

857. Where were the passengers at that time?—There were some of them in the cabin, and some of them were standing right aft holding on by the wheel.

### *Third Day.—Thursday, 3d November 1853.*

*Thomas Mason.*

3d Nov. 1853.

THOMAS MASON, Carpenter on board the "Annie Jane," examined.

858. Do you remember your losing your masts when you first went to sea?—Yes.

859. Were you on the deck when any conversation took place between the passengers and the captain?—I am sure I do not know whether I was on deck at the time, but I believe they did go to him.

860. Do you recollect anything that passed?—I cannot say that I do.

861. Are you sure?—Yes.

862. How long have you been at sea?—This was my first voyage in a sailing vessel.

863. You have been in steamers?—I was one voyage in a screw steamer.

864. A foreign voyage?—She went to Rotterdam, that is all.

865. When you got into the gale of wind the second time, off St. Kilda, did she labour much?—The ship rolled a little.

866. Did she open her seams?—I did not see that she opened her seams much.

867. Did she leak?—She made a deal of water.

868. Did you sound her well?—Yes; I used to sound her sometimes twice a day.

869. What did she make?—Four feet; sometimes more, and sometimes less. She had as high as four feet; at one time the pumps never ceased, they were going night and day.

870. How long was that?—I am sure I cannot tell the day of the month it was.

871. This was the second time?—Yes.

872. When did you begin to pump?—I do not know the day of the month.

873. Do you know the day of the week?—We always tried the pumps, whether there was anything in her, or not.

874. What suck had she?—Seventeen inches.

875. When you came to the pumps again the usual time, what was there in her?—Sometimes two feet, sometimes more.

876. And you pumped her till she sucked?—Yes.

877. When did you begin to pump night and day—she sailed on the 9th?—Yes.

878. What day did you lose the masts?—Three or four days after we left Liverpool.

879. Did the passengers help you?—Yes.

880. Had you any regular machine for pumping her out?—Yes; there were the patent pumps that pumped by handles; they were all right enough.

881. Sufficient, were they?—Yes.

882. Kept the water down?—Yes.

883. At about what height did they keep the water?—They sucked her several times; sometimes they were pumping a great length of time before they could suck her.

884. Do you recollect a plank starting in the bow of the ship?—I do not know whether it started, but it made a deal of water.

885. Was the plank out?—Yes; I nailed some boards on, but some of them broke off, and I had to nail some boards and canvass over it to prevent the water coming in.

886. Whereabouts was that?—On the starboard bow before the fore chains, between that and the cathead.

887. What did that?—I believe it would be the fall of the masts, and the chafing of a spar, or topmast, or something that fell upon the side. There was a spar upon the side, and we could not cut it away—we could not find where it was fast to; it was entangled with the ropes, and we did not know which to cut to clear it.



*Thomas Mason.*

3d Nov. 1853.

888. Was it the spar that forced the plank in?—I cannot tell. There was a heavy sea, and squalls.
889. Was the plank forced in or out?—Out, I believe.
890. But it could not be forced out by a spar on the outside?—I am sure I cannot tell.
891. Why, are you not a carpenter?—Yes.
892. But if it was forced out that way, the jib-boom could not have forced the timber out; it might force it in?—Yes.
893. Well, I want to know did it start outside or in?—It was a yard that did it; the yard did not fall outside but inside.
894. You nailed the canvas over it?—Yes.
895. You nailed the planks over it?—Yes.
896. Was the plank forced in or out?—It was out altogether.
897. Was it knocked into the ship, or was it a plank that had started out?—A plank that had started out.
898. How many feet square were there out; as big as this chart?—Yes, I dare say it would be, what I nailed over.
899. This is three feet by two; it would be as big as that, would it?—Yes, I dare say it would.
900. How far above the water was that?—It was on the top.
901. Do you mean above the main-deck or upper-deck?—It was right forward. It would be above the main-deck.
902. But no water would come in there?—Yes, a great quantity came in.
903. How could it get down?—Right between the timbers.
904. Was the damage below the main deck or above it?—I cannot tell. There was a spar over the side, and after that she made the most water.
905. And you cannot tell whether that was below the main-deck?—It was below more water than she was drawing.
906. That is what I want to know. Then it was below the water-line. Then you slung over the side and put those planks on?—Yes; me and the mate were together—me and the carpenter's mate.
907. Which tack was the ship on?—Running before the wind.
908. Was that the time that you saw St. Kilda?—No, when we were going out.
909. Running to the westward?—Yes; it was a fair wind then.
910. Did she make any water after you repaired her?—Yes; a great quantity.
911. Did you keep the pumps going after that?—Yes; we kept them going; there was always a watch kept night and day after it had been a dead calm.
912. Did you ever let her stand three or four hours?—No; we never let her stand three or four hours; sometimes we used to try the pumps six times in a watch.
913. Did she make much water before you lost your masts?—No, not much; she was as tight as a cup.
914. Where were your chain-cable lockers in that ship?—We had none, the chain-cables lay on deck.
915. But I ask where the lockers were?—There were none.
916. Are you sure of that?—Yes.
917. Was there none down by the main mast?—No, I never saw any; part of the ship's cargo was in when I came to join the ship at Liverpool.
918. Was there any chain roller at Liverpool?—No, I do not think there was.
919. How were your chains secured?—They had them lashed.
920. To what?—Lashed to the bit-heads that used to stand up; some were lashed round the masts, and some to the windlass.
921. Had you stopper-bolts in that ship—chain stopper-bolts?—I do not know.
922. What did you secure the cable to when you rode by it at anchor?—Turned round the windlass.
923. Aft that, what was done?—There was nothing done aft that; if you can only take a turn round the windlass end with the bight of it, that would hold the ship.
924. Were there any ringbolts aft the windlass?—Yes.
925. Those are what you call stopper-bolts, and they were put along to lash the cable to?—Yes, the end of the cable.
926. Where was that clinched?—It would be clinched underneath the bolt.
927. Where was the chain-cable clinched?—The end of it was shackled to the eye-bolt.
928. Where was that bolt?—Against the foremast, and another one against the main hatch.
929. How far from the windlass?—Ten feet aft the windlass, but they generally make them fast to the one against the main hatch.
930. I suppose they generally make it fast below where the cable is going to be let down?—Sometimes.
931. Did you ever see it any other way?—I have seen it made fast round the mast.
932. Then you did not pay the cable down?—No.
932. You took the cable on deck and kept it there?—Yes.
934. I suppose you took the end round the mast in this ship, did not you?—Yes.

*Thomas Mason,*

2d Nov. 1853.

935. Did you put any bolts for the long boat after she drew them?—Yes; I put fresh bolts; much stouter bolts.

936. How were those bolts first of all secured, when she drew them?—Secured into the bottom, on the top of the house.

937. What sort of bottom?—It is the cook-house, and she stood on deck.

938. How was that secured altogether, do you know?—Stanchions that were put up the deck beams.

939. Did you see how it was done?—No; I did not see them, but I have seen many that have been done.

940. Was it fast to the cant on deck—was there a cant there?—Yes.

941. Were the bolts fastened to the cant, on to the beam?—To the beam.

942. Do you know it?—Yes.

943. Did you see it?—Well, I did not see it; I am only saying what I have seen in other ships.

944. Where were you when the ship run ashore, in what part of the ship?—I was upon the poop; all hands were called upon the poop.

945. What to do?—We saw we were going on the rock, and we were all of us sent there to do what the master ordered us.

946. Did you go below at all at that time?—I ran into the cabin after she had struck the first blow; I ran there for refuge like many more, I ran there to get clear of the sea. At the time we went there the bulk-head was drove in, and the cabin was full of water.

947. When the poop was cut in two?—Before the poop was cut in two.

948. Just tell us what happened when you were on the poop; the master put the helm up?—Yes.

949. What took place?—We steered into this place, we saw we were going on the rocks, and we put the helm up to put into this bay. I do not know that anything more occurred while we were on the rocks, but there were many drowned.

950. I suppose a good deal happened before you got on the shore; the ship broke in two?—No.

951. The masts fell?—Some of them.

952. Did you hear any complaints from the passengers against the master?—I heard them say they wanted to turn back again, that was all.

953. Was that the first time or the second?—The second time.

954. What did they say?—They asked him if he would turn back again, and he did so, and the wind turned favourable again, and he put the ship round to Quebec. If the wind had held in that way we could have put some spars up, and got on.

955. What did the passengers say when you put her head to the westward?—They said they would take charge.

956. Tell me all, or I must put you on your oath.—That is the truth.

957. I want to get all the truth? when you put her head to the westward, what did they say?—They said they would take charge, and he said he would give the first man a bullet that offered to take charge. He said he should do as he liked when they asked him what he was going to do. That was all. I cannot tell you anything more about it.

958. Did you hear any conversation between Captain Rose and Captain Mason?—I cannot tell you; I never was in the cabin with them.

959. Did the captain seem to you to be attentive to the passengers, to what they said to him; did he listen to them or did he treat them roughly?—Yes, he was attentive to them, all that I saw him do.

960. What spare spars had you in that ship?—I can hardly tell you what sort of spars we had.

961. You are carpenter?—Yes.

962. Is it not your duty to know what spare spars are in the ship. I ask you a question that concerns your duty?—We had a spare topmast, a spare mainyard and a spare foreyard; it would have done for a foreyard or mainyard.

963. A loweryard?—Yes; we had several rough spars, that would have made topmasts, gallant-masts, royal, or such as that.

964. When you sailed the second time had you those spars on board?—Yes.

965. When the foreyard was carried away did you get up a spare loweryard?—Yes, we got up one of the rough spars.

966. What was that rough spar?—It was a topmast, only it would have made a yard either, it was plenty large enough.

967. Did you get up that for a foreyard?—Yes.

968. What did you bend to it?—A main-top-gallant sail for a foresail.

969. Had you a spare jibboom?—Yes, we got a spar out for a jibboom too.

970. Where was the bowsprit broken off?—The jibboom was gone, and the cap of the bowsprit.

971. Where was the bowsprit broken off?—The bowsprit was not broken, only the head.

972. When you got a jibboom out?—Yes.

973. Did you hear any complaint about the provisions?—No.

974. Or anything at all about the serving out of the provisions?—No: I sometimes served them out myself, and I never heard any complaints made about anything.

975. When did you serve them out, did you take turns with anybody?—Yes; sometimes the boatswain, and sometimes the sailmaker,

*Thomas Mason.*

3d Nov. 1853.

976. Did you take turn and turn about?—No, the boatswain did it generally—only he was badly, and we did it for him; or else he generally used to do it—him and the sailmaker together.

977. How did you give it out?—I used to give bread and water.

978. But how, with scales and measure?—Yes.

979. Always?—Yes; what was not weighed was measured.

980. Had you any rule to go by as to how much to give to a man?—Yes; every man had his own rule on his paper, so much of this and the other; he could soon complain if he did not get his weight of anything.

981. Did they come themselves and take it themselves?—Yes, and stayed by while we measured the water, and weighed everything to them.

982. Did they grumble?—No.

983. Did any of them come and say they had not had any?—Not to me; but if they had, it would have been their own faults.

984. What check had you to see whether they had or had not had their provisions?—I could not say.

985. Could a man come to you twice for provisions?—No; because the boatswain had a book, and every man had to put it down, and the day of the month.

986. Then that is a check. You see you put a man down when he gets his provisions, so that he cannot come twice?—Yes.

987. Then if he had not had any, you would know directly?—Yes.

988. Did any come to you twice, and try to get provisions twice?—No; I have seen some of them grumbling about their water, not getting enough of it, and every one of them had three quarts a piece.

989. Was it good water?—Yes; very good water.

990. Had you to send to get the people out of their berths to come for their provisions?—Some of them we had.

991. Did they say they had provisions enough?—Yes; I never heard any of them make any complaint.

992. Did you ever see any provisions stowed away by the passengers?—No; I cannot say that I did.

993. Was there any saving amongst them?—I am sure I do not know. I never saw any.

994. Where did you go when you were wrecked; to what house?—To Mr. McLellan's.

995. Were you well treated there?—I had many a hungry belly when I was there, and for sixteen days and nights, I was never in bed, and never had my clothes off.

996. But perhaps there was not a bed to be given?—I do not know.

997. How many people are there on the island; it is a small place, is it not?—The island is plenty big enough, but there are not many houses on it.

998. How many houses in the bay where you were wrecked?—A little distance off there were a few of those small turf huts. There were some people lived in them, but they were queer people.

999. And they were not able to do much for you?—Not they; only Mr. McLellan.

1000. They were the people that worked for this Mr. McLellan. He was the laird of the island I suppose?—I do not know.

1001. He was the principal man there?—Yes.

1002. When Mr. McLellan came back, he treated you kindly himself?—I hope I shall never any more have such like treatment. We had to go on the beach and see if we could find a bit of salt beef, or anything that was washed up from the ship, and they ran away with everything we had belonging to us.

1003. Your clothes?—Yes; every rag.

1004. Who were they?—The islanders; the people who were working at the wreck.

1005. Where did they come from?—I do not know.

1006. They did not live on that island?—No; they came from a neighbouring island. I think there were only about eight men on that island.

1007. They came from an island to the north; from Uist?—I do not know what they call the place.

1008. Did you see the island of St. Kilda the day before you were wrecked?—Is that where the lighthouse was lit?

1009. No; the one you saw in the daytime when the weather was bright; you saw some rocks?—Yes.

1010. How far off were they?—I cannot tell; a long way off I think.

1011. Which side were they?—On the left hand side as we were coming towards the place.

1012. You were standing to the southward?—We were standing for the light.

1013. You had not seen the light then?—We saw the lighthouse.

1014. Not at that time?—No.

1015. You saw the lighthouse in the night?—Yes.

1016. And the rocks in the day?—Yes.

1017. How far off did you pass those rocks?—Some of them stood about fifteen miles off, but I cannot tell you exactly how far they were off.

*John Morgan.*3d Nov. 1853.

JOHN MORGAN, Cabin Passenger in the "Annie Jane," examined.

1018. Did you sail the first time in the ship?—Yes.
1019. Can you tell me what took place about the time you lost her masts; what the passengers said to the captain; and what they thought of the voyage?—They begged of him to turn back.
1020. When was that?—That would be three days after we went to sea.
1021. You sailed on the 24th of August?—Somewhere about that.
1022. Then you went out and lost your masts?—Yes, our topmasts.
1023. Did all go well up to that time?—Yes.
1024. When you lost your masts, what then?—The passengers begged of the captain to turn back.
1025. What passengers?—All of them except myself.
1026. What did you say?—I said nothing at all. I did not want to go back at that time.
1027. Did the captain turn back?—Yes.
1028. Was there any complaint then with the passengers that you have heard of?—None at all.
1029. Did they all get their provisions right, as far as you know?—Yes, as far as I know.
1030. Then you sailed again on the 9th of September?—Yes.
1031. Go on and tell us what took place?—After being at sea about forty-eight hours, she lost part of her masts again, and some of the passengers, I believe, asked the captain to put back, and he said he would do his best for them and himself, but they were not to bother him at the time, for he had no time to talk to them. I believe when we lost the masts we were 60° north, and we lost all our canvass very nearly, and then we were lying to, I believe, for about a day and a half.
1032. Was it blowing hard at that time?—Yes, very hard; the sea was running very high.
1033. Have you been at sea before?—No.
1034. That is your first time?—That is my first time; only a little from one place to the other.
1035. The passengers asked the captain to turn back?—Yes.
1036. Did he?—Yes; he put back again.
1037. Did he come back?—We were coming back. We were steering for Londonderry, in Ireland, and it came on to blow a heavy gale of wind, and of course when we were going from the north, I believe the wind was blowing from the north-west, and we were going south-west, and it drifted us in too near land, and the captain said that there was no way of saving the ship, passengers, and crew, only to turn into this bay.
1038. I mean before that, when the passengers asked the captain to turn back, did he come back?—He told them that he would do his best for them and himself. I do not know whether he turned back or not; I cannot say. I understand but little—nothing, at least—about the sea.
1039. What were the words between the captain and passengers? He said he would do his best for you and himself; when was that?—After we had lost our masts the second time; and he told them to go down below.
1040. After that, did you hear anything else next day?—No, they were all pleased.
1041. Then, another day after that, did you hear any disturbance?—No disturbance then.
1042. No words?—No words. I believe, the third day, some of the passengers went to fight.
1043. With him?—No, with themselves.
1044. But was there any disturbance with the captain and passengers, the second or third day, because he altered the course?—Yes, I believe there was some disturbance between him and some of the crew, because they would not go aloft.
1045. I am talking of the passengers, not of the crew at all?—No, not that I am aware of.
1046. Did you hear any words between him and Captain Rose?—No.
1047. You know Captain Rose?—Yes.
1048. Were there any words between Captain Rose and the captain about altering the ship's course?—No, I did not hear it. Perhaps there was; I cannot say. I did not hear it.
1049. Did you hear any complaints by the passengers against the captain?—Yes, by some of them.
1050. What did they say?—That he treated them very badly.
1051. Did they say in what respect?—Yes, about their provisions.
1052. What was it?—That they could not get some water. That was when the captain was for stopping their water, because they would not get up from their berths to come on deck. That was the doctor's orders.
1053. Did he stop their provisions too?—No, nothing but water.
1054. Were they able to come out of their berths?—Yes.
1055. They were very sick, I suppose?—Yes something of that sort; it was nothing else. There were only one or two that could not come.
1056. You messed with the captain?—Yes.
1057. Did the captain seem to take his observations with the sun?—Yes, every day regularly, when he could see the sun.

*John Morgan.*

3d Nov. 1853.

1058.—What did he have—an instrument of that description? [*pointing to an instrument on the table.*]—Yes.

1059. Had he a chronometer?—Yes.

1060. Did he use it?—Yes.

1061. How did he use it?—To see the time.

1062. Did he use it when he took his observations?—Yes.

1063. Took time by it?—Yes.

1064. What use did he make of that?—Of the time? We were going by that on the ship for our victuals.

1065. But with regard to the ship's place and longitude. Do you know anything about navigation?—No.

1066. Had he a chart?—Yes.

1067. Did you see him put the ship's place down every day?—Yes, I saw him putting what course she was running, and saw him put it down in the log-book.

1068. Did the captain seem to be a steady man?—Yes, a very steady man.

1069. Did he treat the passengers kindly?—As far as I have seen. He treated me very kindly, at all events.

1070. Was he a passionate man?—Yes, rather so.

1071. Did you hear him say that he would go to "Quebec or the bottom?"—No, I did not.

1072. Did any of the passengers tell you that he said so?—Yes, some of the passengers—the men that I had under me.

1073. What part of the ship were you in when she was wrecked?—In the cabin.

1074. Where were you saved—upon the poop?—Yes.

1075. Do you know Mr. Bell?—Yes.

1076. Were you near him?—I was with him to three o'clock.

1077. In the morning?—No, in the evening, when he was sharpening the axes.

1078. What for?—I asked him, and he would not let me know.

1079. This was at three o'clock in the afternoon?—Yes.

1080. Did you see him after that?—Yes, I saw him several times after that.

1081. Did you see him after the ship struck?—No, I saw him a little before the ship struck, stopping the passengers coming in from the steerage to the cabin, him and the boatswain.

1082. What did the passengers want to come there for?—I do not know; they all came into the cabin.

1083. Was this before she struck?—Yes, before she struck.

1084. Did they know she was going to strike?—I do not know. I think they thought they would all go to the bottom; they knew there was a deal of danger.

1085. And they rushed into the cabin?—Yes.

1086. Did any deaths take place then?—They were all screeching then, and in about two minutes after all was quiet.

1087. What made them quiet?—The ship struck then, and at once I was up to my middle in water.

1088. In the cabin?—Yes; and then I made my escape to the skylight.

1089. That was on the poop?—Yes.

1090. Was the steerage on the lower deck? [*Witness explained on the plan.*] Was the skylight over the cabin table?—Yes.

1091. Was there any skylight in the steerage?—Yes.

1092. Then they might have got up there?—I suppose they could, as well as in the cabin.

1093. But they broke in through the bulkhead?—Yes.

1094. And rushed into the cabin?—Yes.

1095. And then, in a short time after that, all was quiet?—Yes.

1096. You think that they were drowned?—Yes.

1097. After you landed, did you lose everything?—Everything; only what I stood in at the time.

1098. Part of the wreck was washed ashore; was it all taken care of; did the people take care of it?—Yes.

1099. The people, or the islanders, took care of it for you?—They would not allow any one to go to the wreck; either the passengers or the crew,—only themselves.

1100. What did they do with what they found?—They put them up in lots for sale.

1101. Was that the captain's orders?—Yes, and Lloyd's agent's.

1102. What did you get to eat when you landed; did any one give you anything to eat or drink?—Yes; we had some barley bread and herrings, and then we had some mutton the following day, and plenty of potatoes.

1103. Did all the people get that?—Only the cabin passengers, the doctor, the captain, the mates, and the stewards.

1104. Where did the others go?—They were down in some cottages that they had on the farm.

1105. What cottages?—Some cottages built up with stones and thatched, and a fire in the middle of the floor.

1106. They gave you what they had?—Yes.

1107. Treated you well?—As far as I know of. I can only speak about myself there.

*John Morgan.*

3d Nov. 1853.

1108. And all the cabin passengers were treated very well?—Yes; they had all the same as me. I do not know whether they were pleased with it or not,—I cannot say,—I was pleased.

1109. Did the crew seem to help the passengers when the ship struck?—No; every one for themselves.

1110. The passengers knew,—they were informed before hand of their danger?—Yes; the captain told Mr. Bell, I believe, to tell them not to go to bed.

1111. Had you any complaint to make in any shape?—No, not at all.

*James Taylor.*

JAMES TAYLOR, Second Steward in the "Annie Jane," examined.

1112. How long have you been at sea?—Four years.

1113. What voyage have you been?—I have not been one lately; I came here with Captain Rose from Canada, in the "Earl of Elgin."

1114. Did the Canadian crew in the "Annie Jane" come over in that vessel?—The French Canadians came over in that ship with me.

1115. Do you remember the masts going the first time?—Yes.

1116. And do you remember the ship bearing up afterwards?—Yes.

1117. Did you come round the south channel?—Yes.

1118. Do you know what made the captain bear up?—Yes.

1119. What was it?—They could not go to Quebec the way the ship was dismasted; and they were obliged to turn back again.

1120. Did you hear any complaints from the passengers at that time about provisions?—No.

1121. Did you hear any complaints about being overcrowded?—The first time, there was.

1122. What did they say?—They said that the berths were too full, and there were two or three that had no berths at all,—they were taken from them. There were three, two sisters and a brother, without a berth at all; they were lying on the boxes.

1123. What did the captain say to all that?—I do not know what the captain said; but some of the passengers, Mr. Monroe, got them into a berth, because the berth was taken from them. They had two for this berth, and some one else had taken it from them, instead of taking their own. It was a mistake in the berths.

1124. Were there any complaints about the provisions not being served out?—The passengers used to be very often grumbling that they could not get this and that; and after they had their water, they would want some more. I used to go into the cabin for water, and they would be all dipping their tins into it.

1125. What did they do with it?—Perhaps they fell down with it; and when the ship was rolling, it was impossible for any one to take all their water.

1126. What did they get it in?—In a tin can of their own.

1127. Do they find these things themselves?—Yes.

1128. What is the quantity you give them?—It was not me that served the water.

1129. It was the boatswain?—Yes; I cannot exactly say.

1130. Five or six pints?—Yes.

1131. Did they stop the water from any of them?—No.

1132. What was your duty on board?—As second cabin steward.

1133. Did you attend the steward?—No; the cabin. There were three French gentlemen; there were eight altogether. I was obliged to attend to them. The Frenchmen could not speak English. I was only the interpreter for them.

1134. You came over with the Canadian Crew. Could those Canadians speak English?—No, not the half of them; only six. One or two of them could speak a little English; and there are two of them that are dead now that spoke the best English.

1135. Could they understand what the captain said to them?—Yes.

1136. All of them?—No, not all of them; there were three or four that could speak tolerably, and one of them could not understand it all.

1137. Could they understand the orders that were given?—No, not the half. There was a great complaint against the sailors; they treated them very badly, and I told the captain and the mate that I would not wish to see a sharper crew than they were, with their own countrymen.

1138. With their own captain,—a French captain:—Yes; and it was as smart a crew as you would wish to see.

1139. But when they came to give the orders in English, they could not understand?—No.

1140. How many was that the case with?—Seven or eight at any rate; there were only about four or five that could understand it properly.

1141. Now, when you went to sea the second time you lost your masts again?—Yes.

1142. And the passengers went to the captain to ask him to go back?—Yes.

1143. What did he say?—They gave him a petition on a bit of paper, and the captain tore the paper up, and he said they behaved so bad the first time, that he would not tell them what he was going to do. He said the first man that interfered he would shoot him, and he sent for the pistol, but there was nothing in it. Those are the very words,—I was on the poop.

*James Taylor.*

3d Nov. 1853.

1144. Did he pitch the petition overboard?—No; threw it down on the deck.  
 1145. What became of it?—He tore it up in pieces and threw it on the deck.  
 1146. Who gave him the petition?—I do not know the man's name.  
 1147. Was his name Ross?—I could not swear to the man named, but I know it was one of the passengers.  
 1148. Did the captain go back at that time?—No, not directly.  
 1149. Soon afterwards?—Soon afterwards.  
 1150. And then did he alter his mind again?—No: then we got a gale of wind, and we lay to four days, and the passengers thought that, as she was laying to, we were going on to Quebec.  
 1151. How was her head at that time?—I cannot exactly say.  
 1152. East or west?—Somewhere about west, I think.  
 1153. Which tack were you on?—On the weather tack.  
 1154. What do you call the weather tack?—The left-hand side.  
 1155. You were on the port tack?—Yes.  
 1156. Then how was the wind?—I am no judge about the wind.  
 1157. But you have been four years at sea?—Yes; but five years ago I gave it up, and I am as much a stranger at sea as if I had never been to it at all. I never trouble my mind about the compass, because it is not my duty.  
 1158. Did you see Captain Rose?—Yes.  
 1159. What did Captain Rose want the captain to do?—Captain Rose wanted to go straight on to Quebec. They rigged spars on the stem of the lower mast two or three times, to try and do their best; but when the Captain saw that it was impossible that he could do it, he was obliged to run back.  
 1160. The captain put back at that time towards Liverpool, and he ran for twenty-four hours towards Liverpool, and then what did he do; did he alter his mind?—No, not that I know of; I cannot say whether he did or not: I do not think he did. I think, when he turned round to go to Liverpool, that he was still going on till this gale.  
 1161. I am speaking before that time?—No; I do not know anything about that, because I was not always upon deck, I had so much to do in the cabin.  
 1162. When the petition was presented, he tore it up?—Yes.  
 1163. It says in this document that "half an hour afterwards, he came on to the poop amongst the passengers, and told them to keep their minds easy, as he would put into the first port?"—Yes, he said he would run to the nearest port he could do.  
 1164. Then, "shortly afterwards they were told that the ship was put about, and steering in a course for Liverpool; but in about twenty-four hours after this, from the sailor's statements, they learned that the ship was again on her course to Quebec?"—That I could not say anything about.  
 1165. "Hearing this, they went to Captain Mason, and spoke to him of the propriety of returning to Liverpool?"—I know they came on the poop, and told him about it.  
 1166. After he tore the petition; that is, the next day?—Yes.  
 1167. When he said, "Do you know how to manage the ship better than I do? You had the satisfaction of turning back once, but I shall now have the satisfaction of carrying you forward?"—No, I did not hear that.  
 1168. Do you know a passenger of the name of John Perry?—"A passenger of the name of John Perry, a sawyer, from Liverpool, remarked that this would be but poor satisfaction; upon which the captain said that he would shoot the first man that attempted to take the command of the ship from him?"—I heard that.  
 1169. Was that the day that the petition was torn up?—The day afterwards.  
 1170. Just try and call it to your mind?—I was on the poop the same day that he said those words. It was in the forenoon.  
 1171. It was blowing a gale of wind, then?—No, not to say a gale of wind; but it was blowing fresh.  
 1172. What sail was set?—We had the mizen topsail and the foresail.  
 1173. The top-gallant-sail?—No, we had no top-gallant-sail but one, because on the 12th, on Monday morning, we lost our foretopmast and jib-boom, and we were obliged to take the top-gallant-sail for a foresail.  
 1174. This document says, "shortly after this, another heavy gale commenced, and the ship was now hove to; a heavy sea struck her starboard side, carrying away the binnacle and compass?"—Yes; that was about five o'clock; I caught the sea myself.  
 1175. Then, "shortly afterwards, the chief-mate came to the passengers, wishing them to form themselves into watches to man the pumps." Do you recollect that?—Yes.  
 1176. "As the ship was drawing a good deal of water, they complied with the request?"—Yes, the passengers lent hands.  
 1177. How often were they at those pumps?—They were continually pumping.  
 1178. All night?—I never was on deck at night.  
 1179. But you would hear the pumps going?—Yes; the passengers and sailors were pumping alternately, day and night.  
 1180. How long did they continue?—I think it was for a couple of days.  
 1181. Until the ship was lost?—The very night before we were lost, before we struck, I heard them singing at the pumps. The ship never made much water till she was rolling so much.

*James Taylor.*

8d Nov. 1853.

1182. "After getting up a mainyard, the captain saw no other remedy than putting about a third time for Liverpool?"—It will be a foreyard, because we never put up a mainyard; we put up a foreyard twice.

1183. "After getting up a foreyard, the captain saw no other remedy than putting about a third time for Liverpool, and he said he would put into the nearest port. For three days we ran before the wind, when land was sighted on the lee bow, which was ascertained to be the island of Barra?"—Yes.

1184. Did he say this, "that he would put about for Liverpool;" but did he put about for Liverpool before?—Yes, just before that.

1185. But he run twenty-four hours?—Yes.

1186. (*Captain Beechey.*) Then that makes this statement correct. He ran twenty-four hours, and then he turned her head to the westward to lay to?—Yes.

1187. And that was the cause of the passengers going to him and making that complaint?—The passengers thought that, as he put her the other way, he was putting back again, and that made the passengers go and complain the second time.

1188. Why did he turn her round?—Because it was blowing very heavy.

1189. But could not he run?—No.

1190. Why?—Because he had not sail enough. As soon as he saw that the weather was moderate, he put about as soon as ever he could back to Liverpool, and as we came to Liverpool, we happened to see this land—Barra.

1191. Then your masts were carried away before the binnacle was carried away?—Yes.

1192. The foretopmast?—Yes.

1193. You think he rounded to, because you were afraid there was too much sea to run on?—That is what I think; I did not hear him say so.

1194. Call to mind, was that before you were scudding, or whilst lying to before you bore up?—No; it was while we were lying to that the binnacle was carried away.

1195. What words took place between the captain and Captain Rose on that occasion?—I could not say.

1196. Did you hear anything?—I do not know.

1197. You did not hear any words between Captain Rose and the captain about going on to Quebec?—No, except what Captain Rose said when we carried away the foretopmast. He said he thought it could be secured for going to Quebec.

1198. What sail had you set on the foremasts, after the topmasts were gone?—We had a foresail set.

1199. What was it?—A topgallant sail.

1200. Why did not you set the gallant sail?—We had not one; it had blown away.

1201. Did you set the topsail for a foresail?—I cannot say.

1202. What had you on the mainmast?—We had a mainsail.

1203. After the mainyard was gone?—We put up a scudding sail on a bit of a spar, a short yard; just a square sail; we took it down at night time, when it was going to blow.

1204. When you saw you could not weather the Light, the ship was put round, and you ran for the bay?—Yes.

1205. Where were you; in the cabin?—I was in bed.

1206. Did you give the alarm?—The mate gave the alarm, went down and told the passengers.

1207. Which mate?—The chief mate, Mr. Bell; and the other steward, he called me up, and said, "Get up, Jim, we are done; it is all over with us." Upon this I got up immediately, and put my trowsers on, and shortly after the ship struck.

1208. Where were you then?—Then I got up, and put two candles in Captain Rose's state room, there were Captain Rose and his missus, and all the French people, when the ship was struck. Then she parted in two; there was a heavy sea came, and broke her in two.

1209. When she struck on the rocks, did she break in two suddenly?—Shortly after.

1210. Where did she break?—Between the foremast and the mainmast.

1211. What did the passengers do at that time?—Some of the passengers broke open the division between the main cabin and the poop, and rushed into the cabin, and a great many of them went on the poop, alongside the boats, and there was another sea came, and swept away the main part of the poop, and upwards of 100 persons. There were fifteen left aft. The sea came close aft by the wheel.

1212. Now for the cabin passengers; where was Mrs. Rose and the family?—Mrs. Rose was in her state room; she was sitting on the sofa along with the French woman, before the state room broke up, and Captain Rose was talking to her, telling her to keep her heart up. The French minister went into the state room, said some prayers, and came out again with Captain Rose, and then a heavy sea came, and broke up the division of Captain Rose's cabin, and filled it with water. I was there, and had the water over me. I let go the two candles I had in my hands, and made the best way out I could, to go on the weather side, where she was dry. The ship was on her beam ends.

1213. Was Captain Rose drowned then?—Not directly—shortly afterwards.

1214. What became of the rest?—We were all in the dark.

1215. Did you see Captain Rose after that?—I saw plenty of people, but could not tell who they were; it was as dark as the grave.



*James Taylor.*

3d Nov. 1853.

1216. Did you go on deck?—No; I kept in the cabin, and rushed into the water-closet, where it was dry, with some sailors that were there; a water-closet built up inside.

1217. Then you saw no more?—Not till daylight; when it came on daylight, I saw that we would be able to walk ashore, and then I went down, and did the best I could to get my clothes out.

1218. What was the last you saw of Mr. Bell?—He came into the pantry, and asked for a drink of whiskey, and I told him to think about saving his life, and not about drinking grog; and then I went out of the pantry, and left him there by himself, and when I came back in about five minutes, he was gone.

1219. Was the pantry filled up?—Yes, it was broke up.

1220. Was the grog there?—I do not know, because I never touched the like of it myself. Shortly after that somebody sung out that the last they saw of the mate was, that he was sitting on his chest, in his own state room.

1221. Went down to sleep?—Yes.

1222. It says here (*referring to the written statement of Abraham Brooks*), "At this critical period, the lamp, which hung at the centre of the poop, went out, and left them in complete darkness. At this time some one handed me an axe, and, with the help of one of the ship's carpenters, I succeeded in breaking away the bulkhead, and getting through to the cabin." This was the cabin between the steerage I suppose?—Yes.

1223. "One of the passengers named Thomas Galbraith, in endeavouring to make his way from the poop to the cabin, was ordered back by the captain?"—I do not know who that was.

1224. Was some part of the bow of the vessel stove in while at sea?—I could not say.

1225. You do not know anything about it?—No.

1226. Did you go into the passengers' berths much, in the steerage?—I used to go now and then. I used to have to pass in there to go for water.

1227. What state were they in?—They were pretty well, except, very often, they used to be very dirty and wet. They used to be too dirty to clean their own places.

1228. Were they much crowded?—No.

1229. Was there much luggage?—No, not much; they could move about. Very often the passengers used to loose their things, and would not secure them against bad weather, and when it came bad their things would all roll about. I made one fast for a young girl down there that I knew; she was not able to do it herself.

1230. This is the way the things were knocked about, that they complained of?—Yes; because when it was fine weather, they let them loose, and did not tie them up again.

1231. Did you see the captain every day with the chart?—Oh, yes; Captain Rose and the captain used to look at the chart both together.

1232. Was he careful with that?—Yes; and the captain used to show the minister where we were every day, and what we had made every day.

1233. Had he a sextant?—Yes; and Captain Rose always used to help Captain Mason to take the observations.

1234. Was Captain Rose navigating?—No; he used for kindness to lend assistance.

1235. Did he have a chronometer? Yes; I think there were 3 chronometers, one of Captain Mason's, another of Captain Rose's, and the minister's.

1236. Did you see them take sights?—Yes.

1237. Who took the sights?—The captain and Captain Rose.

1238. Did he take the stars?—I used to see Captain Rose take the sun at forenoon, but never saw him take the stars.

1239. But at eight or nine o'clock in the morning?—I could not say.

1240. At noon, at twelve o'clock?—Yes; both captains, and the chief mate, Mr. Bell, too.

1241. In the morning also?—I could not say.

1242. In the afternoon?—I could not say: I used to be very often in the cabin, there was so much to do there. All I had to do on deck, was to go backwards and forwards for what I wanted.

Mr. JAMES, Emigration Surveyor at Liverpool, re-called and examined:—

*Mr. James.*

1243. I wanted to ask you where the chain lockers were in the ship?—Her chains were stowed down by the foremast.

1244. Had she lockers?—No; there was sufficient space for the chains below.

1245. There was a place?—There was a place appropriated for the chains below.

1246. No locker?—No.

1247. How were they going to stow them without a locker?—There was a place left on purpose for them.

1248. How was it protected; what was to keep the chain from the cargo?—I have seen many vessels like that.

1249. Was there a roller on deck?—No.

1250. There was a proper place for the chain to go down?—Yes.

1251. And how would they be clinched, shackled down there?—They invariably clinched them round the heel of the foremast. If a chain goes down on the fore part, they clinched it round the foremast.

*Mr. James.*

3d Nov. 1853.

1252. How were they clinched? To the best of my recollection, they were clinched round the foremast.

1253. Did you see it?—I do not recollect seeing that.

1254. Were the ends down at all?—Yes; that ship's cables were 150 fathoms each; therefore they could not have it on deck. They might have a range on deck, which is requisite for the ship until the ship gets clear.

1255. Did you see the cables there yourself?—I did; to the best of my recollection I saw the cables there; the ends were down, and I have repeatedly seen them clinched round the ends of the masts. Some have the cables aft, and have them clinched round the mainmast.

1256. Was there any chain aft?—No; not to the best of my recollection.

1257. You would not recommend chains being carried on deck?—No; not at all, particularly in a passenger ship.

(*The evidence of Thomas Markam, second mate of the "Annie Jane," with reference to the chain cables, was here read over to witness, from the short-hand writer's notes.*)

*Witness:* I am certain that the chains were down by the foremast.

1258. (*Captain Beechey.*) You see, (*referring to the evidence which had just been read*) this is the statement of the mate of the ship?

*Witness:* So far as my recollection goes, the chains went down there by the foremast.

1259. Your surveyor would know?—I am the surveyor to see that the lockers are perfected for the cables: I have seen them right down by the foremast.

1260. Do you consider that a proper thing?—Yes; where there is room left sufficient below for the cable to go down; that is safe. It is better to have chain lockers, and some will have them by the foremast, others by the mainmast.

1261. Supposing the cargo is not iron; how is it to be kept in its place?—That chain would not fetch away. When I have a case in surveying, where a ship has not come under my notice before, where I have not examined her kelsons, I take the locker down, and invariably find that the chain is clinched to the heel of the foremast.

1262. In this vessel, according to the evidence of this man, there does not appear to have been any place for a chain locker?—As far as my recollection goes, the chains were down by the foremast.

1263. Then you do not think it necessary that they should have chain cable lockers?—They are all the better for it.

1264. With respect to these chains, do you find it necessary that they should have compressors, or some means of checking their cable?—In this sort of vessel, many of them have a bit abaft their windlass, what they call weather biting; but in these cables you will see some of them, instead of having three turns round the windlass, have four turns; and in those ships where they have got a windlass, they have got a bit, abaft the windlass.

1265. Had this ship anything of the kind?—No.

1266. Had she anything to check the cable?—No; not to the best of my recollection.

1267. When a ship comes to ride heavy, they ought to have something?—They have stoppers.

1268. Do the ships from Liverpool go away without having compressors at all?—I see very few compressors now to ships.

1269. Have they no compressors below to check the cables from running up?—Some may have, but they are not so frequent as they used to be.

1270. When you pass ships, you do not look to that?—I look to see that things are as they ought to be.

1271. Do you consider it necessary?—It does not come under my observation. I see that the ship has a sufficient length of cable; that they are the proper size; and that they have got a proper windlass.

1272. Is it part of your duty to see that there is proper provision made for checking that cable?—No.

1273. Is it your duty to see that there are ringbolts—stopper bolts?—No; because people have many ways of stopping their cable.

1274. Is it your duty to see that they have some means, by ringbolts, compressors, or any other method of preventing the cable from running away?—I invariably see that these things are done; see that the cables are properly in their places.

1275. The question is this. Has the cable been stoppered from running away?—I have not looked at that very minutely.

*Lieutenant Prior.*

LIEUTENANT PRIOR re-called and examined:

1276. I want to ask you about the chain cables of the "Annie Jane." When you cleared her, what state the chain cables were in, and where they were?—Part of the chain cables were stowed away in the hold, on each side of the foremast, and part of them on deck. A range of one of the cables, I could not say which now, was all ready for letting go, and the other one was already gone. I should suppose about 50 fathoms of chain out.

1277. And the remainder was paid down in the hold?—The remainder paid down in the hold on each side of the foremast.

1278. You are sure of that?—I think I may be sure of that, to the best of my recollection.

1279. Had this ship any compressors?—I do not think she had any means of checking the cable from running out. The only means of checking the cable, I believe, was on the windlass.

1280. Do you consider that safe?—They have generally a norman, which they place on the windlass, and they put a lash upon that.

1281. That would not prevent it from running out if there was a heavy strain on it. The whole of the weight is upon the windlass then?—Yes.

1282. You do not consider that right?—It is what is generally adopted in the merchant service.

1283. Any stoppers abaft the windlass?—There are occasionally.

1284. You hold it right that they should have cable lockers?—Yes, generally, I should think they ought to have them; there are many ships that do not, but they have the regular pipe.

1285. It has been stated here that the chain lockers were at the mainmast?—I don't recollect it; as far as I recollect now they were paid down by the hold.

1286. And that they were through the ship's side, because there was no room below?—The ship is always within range of the land, so as to keep its cables under. I think it was necessary certainly that they should be secured. The captain of the "Annie Jane" was never out of danger from the time he started; that North Channel is a most dangerous channel in the winter.

1287. You cannot positively say that the cables were below at all?—Yes, I could say that part of the cables were below.

1288. Then you would not know whether it was at the mainmast or foremast?—To the best of my recollection it was on either side of the foremast.

1289. How do you know that there was any below?—Because I could judge from the quantity of the cable on deck.

The following declaration from WILLIAM HENDRIE was received and read:

*William Hendrie.*

"Declaration of William Hendrie, one of the passengers on board of the 'Annie Jane' on the first sailing of that vessel from Liverpool and until her return there, when put about on the remonstrance of the passengers to the captain.

"Declares—We took our passage from Hamilton and Brothers, Glasgow, in the ship 'Annie Jane,' which was to sail from Liverpool on the 19th of August, being told by the agents that she was a fine ship and new, and had good accommodation. We left Glasgow on the 17th of August, and arrived in Liverpool on the 18th, being Thursday night. We slept in the steamer that night, and got our chests next morning, and took them down to the ship, but was stopped, and told we must get out our berths first, so that our chests had to lie two days and a night without cover; and we had to go to the agent's office on Saturday, and force him down to the ship to give us our berths; but did not get him down without a good deal of trouble and abuse. Tuesday came, and we all expected to sail that day. The Government inspector came aboard to inspect the ship, and we were all wearying to hear the result. We went down after being passed, and heard the inspector say to the agent or owner, who was with him, that he would not pass the ship, because it was shamefully fitted up. He came over the wards again, and said the berths and water-closets were shamefully fitted, and he would not pass the ship, so that we did not sail that day, and the joiners who came from Glasgow had to begin to the water-closets, and put on stronger hinges on the doors, and give the conductors a little more drop, but there was nothing done to our berths. Wednesday morning came, and previous to the inspector coming on board, they commenced and arranged to wash the deck, to blind the inspector, the same never being performed till the day before we arrived in Liverpool. The inspector came and made a superficial survey of about ten minutes, and passed the ship, so we sailed. Early on Friday morning she rolled fearfully with no heavy sea, nor a heavy gale of wind; but towards night it freshened, and with one lurch the three masts went over the side. As night came on the rolling increased most fearfully, and we were all in darkness, and the chests flying from the one side to the other. The lower forehold hatchway, where the Glasgow joiners were, was covered with a few loose planks, which, when she lurched, all fell down in the lower forehold; that never was covered till the gale subsided, which left them in imminent danger of their lives. The majority of the crew being French Canadians, and not understanding English, left the ship that night in imminent danger, not understanding the orders the officers gave them, and could not be at hand when required. Some of the passengers spoke individually to the officers of the ship about bringing the ship back to Liverpool, but were treated with insolence and contempt; when a general meeting was called of the passengers, who protested against proceeding further on the voyage, and a petition was then made out, with their names affixed, and handed to the captain, so he returned. On our arrival in Liverpool, after being ten days at sea, we went to the Government inspector, and stated our grievances, which we laid before him in writing, and craved inspection, when we were told to call next day, and prove before the captain and owners. Next morning after assembling we appeared before them, and the Government inspector asked the deputation individually what we had to lay against the captain and owners? The first who answered was an engineer, from Manchester, who said, 'We are all used like pigs.' The inspector, thinking him too rude, said, 'Plenty

William Hendrie.

8d Nov. 1853.

of that,' and called upon another, who replied by desiring them to read 'the article of grievance placed before them on the previous day,' as we still adhered to the same statement, but he declined complying with the request. He asked another, who said, 'We complain of the filthy and over-crowded state of the ship; and a great number having paid their berths in full had no berths, but had to lie on the deck, or on the top of the chests.' We mentioned the case of two young boys and a girl, brothers and sister, who had no berths; and when we examined the tickets we found the number the same as a berth occupied by parties holding the same number, and on complaining to the officers of the ship, they said they had nothing to do with it. The Government inspector said to them, 'Do you expect to be as comfortable in a ship as at home?' And as regards the ticket having the same number, he said 'it was not right.' The captain asked me what I had to say against him, and I said, 'Seeing the dangerous position the passengers and ship were in, with the loss of masts, how he did not return before the passengers petitioned him; and, also, how he did not accept the services of the Cork pilot when he offered them, or allow the pilot to go and send out a steam-tug. The Government inspector said, 'If I had been master in the ship, I would not have turned for you.' I said again that the provisions were the principal matter in which we attempted to prove breach of contract; first, in not giving them by weight, as per agreement; secondly, we could prove having received one pound four ounces in lieu of *ten pounds*, for the last ten days, which we produced, and no flour being served out. The inspector answered, saying, 'Do you think this gentleman (pointing to Mr. Holderness) would try to cheat you of your provisions?' We said we did not care whether it was the intention to cheat or not, all that we had to prove was, that we were cheated both in quantity and quality. We also said that we wanted our passage-money back, or be provided with a better ship. The inspector said, 'You appear to settle the matter yourself, but you must know that I came here to settle these matters, and you must submit to what I say.' We said we were quite willing to submit to his decision, if he would give us justice; but if he did not, we would try it at the civil court. So he called one of the officials, and turned the speaker out; so we told him we would publish his name in England, Scotland, and Ireland. So we ended with the Government inspector. Besides what I have just stated, and which is the same as in my letter in the *North British Daily Mail* of the 14th October, 1853, I also reported the conduct of the second mate, who came down one night when drunk to the poop, and wished to fight with the passengers, using language which ought not to have been used before female passengers. The Government inspector stated that the second mate would not be allowed to sail again with the vessel, but notwithstanding this, he did, I believe, sail with her when she again sailed from Liverpool.

"I have further to state in terms of my letter in the *North British Daily Mail* of the 19th October, that having been called upon by a number of friends of passengers who lost their lives, to explain why the other passengers did not follow up the resolutions stated to the government inspector, to appeal to the county court if they did not do them justice; I made the following statement in said letter, in answer to their inquiries, and still adhere to this statement.

"In the first place we went to a solicitor, on Monday the 5th of September, after having been at the Government inspector's on the Friday and Saturday previous and could receive no redress from him. The solicitor told us to call back on Tuesday and he took down a statement of our grievances in writing, after which we inquired whether he thought he could recover our passage-monies and he said there was not the smallest doubt of that, at the same time he required two sovereigns to commence with, and another two if he recovered the whole of the passage-monies of the subscribers. We therefore commenced immediately and got as many subscribers amongst the passengers as raised the money, and went with it to him the same day and paid it to him. He told us to call next morning at the court house, as he would have the Government inspector and the owner, Mr. Holderness, summoned there, when he would have an opportunity of proving our case before them.

"We accordingly met at the court house next morning, being Wednesday. Mr. Owen, the solicitor, accordingly read over the statement of our grievances, which was as follows:— That instead of ten pounds of oatmeal we received only one pound four ounces, and no flour or salt whatever. The owner never denied the above statement, but said to me, 'You received two shillings as compensation for provisions not given you according to agreement, as all the other passengers had received the same sum and were well pleased.' I said 'I never received two shillings yesterday, nor would I take it on any account, and that as they had broken their agreement we wanted our passage money back.' Mr. Owen then read over the Act of Parliament regarding the not serving out the full quantity of provisions on board of emigrant ships to the emigrants, the penalty of which is for each individual emigrant defrauded or cheated of their provisions each offence from 5*l.* to 50*l.* Mr. Holderness said, 'These fellows want to stop our ship.' I said, we were not fellows, we had as good characters as he had. He said, 'We will give these two men their money back if they will give up their tickets.' I said that I had no more right to my money than the other subscribers which had signed the subscription sheet, as I had no more to complain of than the rest of the subscribers. I was thereupon ordered by the Government inspector to 'hold my peace,' as they could not reason with me at all. Mr. Holderness said, 'The reason why these men did not get their provisions served out is, that they could not be got

out of their beds before twelve o'clock.' I said that I was quite willing to submit to the doctor's evidence on that point, as he could prove that we were all out of bed at half-past six o'clock. However, Mr. Holderness said he would come between the captain and all damages, so that the vessel might sail on the morrow. So it was settled that only two of us, Thomas Thomas and myself, were to get our passage money back. The case, therefore, was accordingly dismissed, and we went back to Mr. Owen, the solicitor, and asked him what was the reason that the other subscribers were not receiving their passage money as well as we, as he had shown by the Act of Parliament that they had as good a right to it as we two, every one having been defrauded alike. Mr. Owen said he could do no more till we gave him other two sovereigns, and assured us that we could recover all the subscribers' passage money, so we subscribed again, and raised and gave him other two sovereigns. Then he said he would summon the inspector and owners up again, but although Mr. Owen was to get the thing settled each day, for the space of eight days the excuse was always that the government inspector could not be got to lay in the claims; at last it was taken before a magistrate and he dismissed the case, as the government inspector had awarded the handsome sum of two shillings for each passenger as a remuneration for the manner in which they had been cheated out of their berths and provisions. Now, sir, the government inspector told me on the Saturday that he was the sole man for settling those matters. When a solicitor in Liverpool said he could recover the whole for the sum of two sovereigns if the government inspector had laid in the claims; and in the name of wonder how does it come that when poor people are driven back shipwrecked, and their contracts broken by owners, and they have nothing but starvation before them, and that too in the face of a government inspector with the Act of Parliament in his hand? I ask where is justice to be found, when the man who is commissioned by government and paid by the public to see justice done to all, cannot let a man speak the truth but he must order one of his officers to put him out of his presence? I have in my possession the original petition that was presented to the mayor when the 'Annie Jane' returned to Liverpool by the emigrants, craving his interference on their behalf, and also the draft in pencil of the petition presented to the government inspector upon that occasion."

*William Hendrie.*

3d Nov. 1853.

The following declarations of ANGUS MATHIESON and ABRAHAM BROOKS were also received and read.—

*Angus Mathieson.  
and  
Abraham Brooks.*

"At Glasgow, the thirty-first day of October eighteen hundred and fifty-three years.

"Declaration of Angus Mathieson, one of the passengers on board of the 'Annie Jane,' when that vessel was wrecked upon the island of Barra, upon the morning of the 29th day of September last. Declares that he is a blacksmith by trade, and engaged a steerage passage in the said vessel; but finding the vessel overcrowded in the steerage, he put an additional five shillings, and thereby secured a berth in the poop of said vessel. Declares that the said vessel started from the port of Liverpool upon the 24th day of August last, being an emigrant ship bound for the port of Quebec in America. That the declarant cannot exactly specify the number of emigrants that were on board, but there were upwards of 400, although perhaps not quite 500. They consisted of men, women, and children. That, besides the emigrants, there were thirty or thirty-two seamen on board. That, so far as the declarant is aware, the cargo of the ship consisted chiefly of pig-iron, iron rails, and soap, besides the goods and luggage of the emigrants, and the ship appeared to be deeply loaded. That after proceeding to sea the ship, during three or four days, encountered exceedingly rough and stormy weather, in the course of which, and when about clear of the Irish Channel, she was totally dismasted;—that is to say, she lost her three *top-masts*, and upon sustaining this loss the captain put about ship and again made for the port of Liverpool, which he reached without sustaining any further damage. That in the course of a week or thereby, the captain got all damages repaired, and the ship again put to sea. That they again experienced tempestuous weather, and the ship had scarce reached the same point in the Irish Channel which she had formerly weathered, when she again lost her foretopmast, maintopmast, and jibboom. That the weather at this time was very tempestuous and coarse, but the captain still stood on. That some days afterwards the ship was labouring very heavily, and the passengers apprehending serious danger had a meeting amongst themselves, at which it was resolved to petition the captain to make for a port. And a petition was accordingly drawn up and presented to him; but instead of reading or paying any attention to it, he pitched it overboard, observing that they (the passengers) had got him to put about upon a former occasion, but that he would have satisfaction out of them the second time. It was a person of the name of Ross, from Glasgow, a cabinet-maker, who drew up the petition and presented it in the name of the emigrants to the captain. He was drowned at the loss of the ship. That the captain accordingly stood on his course for Quebec, notwithstanding the state of the ship and the remonstrances of the passengers. That in this half-dismasted state the ship was tossed about upon the western coast of Scotland, and making but little headway for about three weeks. That upon the evening of the 28th and morning of the 29th of September last, the ship had made the Isle of Barra. That the ship was unable to carry any canvas, and was then drawing under *bare poles* before a furious wind and tide upon the west side of the said Isle of Barra. That the captain wished to clear the light-house upon the south side of the island; but upon

*Angus Mathieson  
and  
Abraham Brooks.*

nearing it he found he could not do so, and he then endeavoured to put about the ship to westward; but she had become quite unmanageable and would not stir. That the ship was then cast or forced into a kind of bay upon the island, and shortly after dashed upon the rocks. The sea at the time violently beating upon the coast and rocks upon which the ship had been cast, that in the course of an hour or thereby after the ship was cast upon the rocks, she was dashed into a thousand pieces. That at this time, being between twelve and one o'clock, it was quite dark, and the boats had been previously washed on shore from the wreck and dashed to pieces. That at this time, there was no means of preserving life for the passengers and crew, but by clinging to such pieces of the wreck as chance cast in their way. That the declarant and several others were fortunate enough to get upon a part of the cabin deck, where, with much difficulty, they contrived to maintain their hold, clinging to the wreck and to one another for the space of from four to five hours. That being drenched with sea water they suffered excessively from cold; that when the ship was first driven upon the rocks it was about full or high tide, and after the tide was at ebb and had subsided, the declarant and the others that were fortunate enough to get upon the pieces of the wreck, were enabled to wade to the shore and thus made the land. That out of the whole passengers and crew, there were only 102 persons saved, —the captain being one of those saved, and the whole ship and cargo were lost. That upon reaching the coast, the survivors were met by a man of the name of M'Lellan, a brother of a farmer upon the coast of that name, who, upon seeing their forlorn condition, and some of them making search for such of their property as might have been washed ashore, kindly invited them to his brother's house, and where they accordingly went and were kindly entertained and much refreshed, by receiving some warm milk and other food. That in the declarant's opinion, and in the opinion of the other passengers with whom he talked upon the subject, it would have been quite practicable for the captain to have put about the ship and made the main land or west coast of Scotland, provided he had done so in time, and after receiving said petition, and before it became impossible for him to clear the island of Barra. The captain, however, was quite obstinate in his refusal to return. That there were a great many of the drowned emigrants washed ashore the first and second days after the wreck; these were searched for and collected, and afterwards interred by Mr. M'Lellan, and those employed by him; but the declarant cannot condescend upon the precise number that was so found and interred. That the declarant was about fourteen days upon the island, when he and about forty others obtained a passage in a smack, (the name of which he does not remember,) which sails between Barra and Tobermory to the latter place, and from thence, in the steam-vessel "Islay," to Glasgow, where he arrived about fourteen days ago. That the declarant, and the whole of the others saved from the wreck, lost everything that they had, with the exception alone of the trifling clothes which they chanced to have upon their persons at the time of the wreck. That the captain of the ship engaged the smack to convey the declarant and the others from the island of Barra to Tobermory; they also received a pass from the agent for the Shipwrecked Seaman's Society upon the island of Barra to Tobermory, and from agent at Tobermory to Glasgow by the steam-boat. That the declarant left the captain, mate, the doctor, first and second stewards, whose names he does not recollect, and several cabin and other passengers upon the island when he came away. And all this he declares to be true."

"ABRAHAM BROOKS, Joiner, Whiteinch, one of the parties engaged to work at the Quebec Railway, and was a passenger on board of the 'Annie Jane' when she sailed from Liverpool upon the 24th day of August last. Having a fair wind she made rapid progress till the 26th, when she encountered a very heavy gale which dismasted the ship. The passengers, seeing the disabled state of the ship, petitioned the captain to return to Liverpool, which he did, and arrived upon the 2d September. Considering the insufficient supply of provisions and other grievances, a number of passengers proposed returning home, providing they would get their passage money returned to them. Two of the passengers, named William Hendrie and Thomas Thomas, succeeded in obtaining their passage money, but the others being unsuccessful returned home without it. After the ship had been under repairs for a week she proceeded again to sea on the 9th of September. In consequence of not having succeeded in obtaining their passage money, the greater part of the passengers returned and proceeded with the ship the second time. After being towed out a considerable distance the tug left the ship, and all seemed to go on well for about three days, running, as the sailors informed me, at the rate of from ten to twelve knots per hour. On the fourth day it commenced to blow fresh, which ended in a complete gale, which carried away the foremast and yard and maintopgallant-mast. The storm again abated. Seeing the state of the ship the passengers now thought of presenting a petition to the captain to return back, but they thought it prudent first to consult the first mate. Upon doing so he said it was not his business to advise us, his words being, 'I do not regard my life more than any other man, but from the state the ship is in she will never arrive at Quebec, and if her mainmast goes she is not worth a penny. If I had had command of the ship she would not have lost a mast.' That Robert Murray, a joiner on board, and myself were requested by the passengers to draw up a petition to the captain,

which we did, and which was something to the following effect:—'We, the passengers by the "Annie Jane," humbly request the captain, considering the disabled state of the ship, to return back to Liverpool, and we will consent to forfeit all our claim to passage money.' The passengers, with the exception of three or four, signed their names to this petition, and a joiner of the name of Ross, a passenger, presented it to the captain. He took it with disdain and threw it overboard, remarking that the passengers got their will the first time, but that he, Captain Mason, would have his now. In about half an hour afterwards he came into the poop amongst the passengers, telling them to keep their minds easy as he would put into the first port. Shortly afterwards we learned that the ship was put about and steering in a course for Liverpool; but in about twenty-four hours after this, from the sailors' statement to us, we learned that the ship was again on her course to Quebec. Hearing this we went to Captain Mason and spoke to him of the propriety of returning to Liverpool, when he said, 'Do you know how to manage the ship better than I do? You had the satisfaction of turning back once, but I shall now have the satisfaction of carrying you forward.' A passenger of the name of John Parry, a sawyer from Liverpool, remarked that this would be but poor satisfaction. Upon which the captain said that he would shoot the first man that attempted to take the command of the ship from him; and Parry saying 'that would only be one life lost,' the captain replied that he would 'serve the others with two ounces of lead in the same way.'

Angus Mathieson  
and  
Abraham Brooks.

3d Nov. 1853.

"Shortly after this another heavy gale commenced and the ship was now hove to; a heavy sea struck her starboard side, carrying away the binnacle and compass, and shortly afterwards the chief mate came to the passengers wishing them to form themselves into watches to man the pumps as the ship was drawing a good deal of water, and they complied with this request. After getting up a mainyard the captain saw no other remedy than putting about the third time for Liverpool, and he said he would put into the nearest port. For three days we ran before the wind, when land was sighted on the lee bow, which was ascertained to be the island of Barra. The wind blew a perfect hurricane. We now sighted Barra Head light-house, and great efforts were made to clear a reef of rocks which lay to seaward, and we were successful, but the captain seeing it impossible to clear the light-house put into Veternish Bay. This occurred on the 28th day of September. After running her into the bay the captain ordered the yards to be squared, which was accordingly done. Directly after this the ship grounded. This might be between twelve and one o'clock in the morning of the 29th of September, and having had my spell at the pumps before this, I went to the poop door, and holding on by it I saw that the fore part of the ship was rapidly giving way. My brother came behind me at this time and was desirous that we should get upon the poop deck; I remarked to him that it was almost impossible to stand upon the poop, the breakers were so high, but to come farther aft as the ship was rapidly giving way forward. We accordingly proceeded aft till we were stopped by the bulkhead, which separates the second cabin from the cabin. We stood there for about ten minutes; by this time a number of the passengers between decks were drowned by the sea rushing in upon them before they could get upon deck. Likewise about a hundred joiners and others, who rushed to the poop deck and clung to the boats which were lying with their bottoms upwards, were all swept overboard by a heavy sea which broke over them, with the exception of one young man of the name of Charles Smith who clung to the mast. The passengers rushed aft to the poop. At this critical period the lamp which hung at the centre of the poop went out, and left them in complete darkness. At this time some one handed me an axe, and with the help of the ship's carpenter I succeeded in breaking away the bulkhead and getting through to the cabin. One of the passengers, named Thomas Galbraith, in endeavouring to make his way from the poop to the cabin was ordered back by the captain, and refusing he was throttled by him, but, nevertheless, made his way to the top of the poop. At this time my brother, another passenger, and myself made our way through the companion and clung to the poop, where we remained till about seven o'clock in the morning, at which time, it being ebb tide, we were enabled to wade ashore about breast deep. Of the whole passengers and crew there were one hundred and two persons saved. And all this he declares to be truth."

*Fourth Day.—Friday, November 4th 1853.*

WILLIAM HENDRIE, steerage passenger in the "Annie Jane," examined:

William Hendrie.  
4th Nov. 1853.

1290. Are you the writer of the letter which has been published in the *North British Mail*, of the 15th of October?—Yes.

1291. This is your account in the *North British Mail*, I suppose, of what took place?—Yes.

1292. Did you read it in the *Mail* afterwards?—Yes.

1293. And you believe it to be true?—Yes, and I have evidence here of men that were with me.



*William Hendrie.*

4th Nov. 1853.

Witness then handed in the following letter:—

“Liverpool, November 4th, 1853.

“We, the undersigned, having been passengers along with Mr. William Hendrie on the ship ‘Annie Jane’ when she made her first attempt to reach Quebec, can therefore upon oath corroborate every statement made by him in print, as far as we yet have seen.

“GEORGE TAYLOR.

“ALEXANDER KERR.

“JOHN TAYLOR.”

1294. You hand that in as the statement of these persons, who were passengers in the ship with you?—Yes, they gave it me this morning.

1295. Are they here?—Yes, they never left here.

1296. They are in Liverpool now?—Yes, working as joiners.

1297. You left the ship when she returned?—Yes.

1298. And you did not go in her again?—I got my money at Liverpool.

1299. Did you get compensation for your passage on your return?—Yes, two of us got it.

1300. Did they offer you to go out in the ship afterwards?—They had a bill that stated that all passengers who left the ship would forfeit their passage money; and I was determined I would forfeit my passage money before I would go in her.

1301. Why was that?—I had four reasons: first, the way that I was served with provisions, and second, the advice that I got from competent judges. One man had been thirty times at Quebec, and I got him to inspect the ship, and a carpenter too, and they told me, both of them, if I valued my life not to go in her. The man who had been to Quebec said “I know the road too well; I have been there thirty times, and that vessel will never get there.” I asked “why?” and he said, one thing she was too light, and another thing he said: “Her damned cargo will sink her to the bottom.” Those are his very words, and the carpenter said the same.

1302. That is the reason you did not go?—Another thing; when they were repairing the ship, I saw they were not getting her properly repaired.

1303. In what way?—Well, the system of repairing the mizen mast; next the stern. Being a tradesman myself—I am not a carpenter—but, at the same time, I have a knowledge of a job when it is done, and I consider that they were not making a good job of it. I consider it was a mere patch, and that they were not taking a sufficient time for the repairs, for the men were hurried, and making a patch of it. I saw that it was not well completed as it ought to be.

*Witness here illustrated what he meant by a rough model, which he had prepared.*

*Witness:* In repairing the mizen mast, they put on three rings that were not a fit.

1304. That was scarphing it?—The two jaws were not a fit, nor anything like a fit.

1305. Those were your reasons for not going in the ship?—Yes, I had good reasons.

1306. Notwithstanding that, they paid you the passage money?—Yes.

1307. And other men also?—Yes.

1308. Why were you not served out your provisions?—Well, I asked them myself on the ship, but I was told that I would be the last man on the ship to get them for asking, for being more determined than the rest. I knew it was not right, and I spoke up for it.

1309. Did you know what provisions were allowed?—Yes.

1310. It was printed, was it not?—Yes.

1311. You were to go every day and get your provisions?—Yes.

1312. The boatswain, the sailmaker, or the carpenter served them out?—Yes.

1313. And they had scales and measures?—Never; I deny that statement. There was never an article served out by weight on the ship to any passenger; nothing, not an article. I brought my provisions with me; the whole that I got.

1314. You say that there were no scales, and weights, and measures?—Yes, except for water; there was a measure for water; and there was one day they did not give any water at all.

1315. Do you mean to say that none of the people had water that day?—Yes.

1316. Not any of them?—Not one that I saw, and I saw every one asking for it.

1317. How many messed with you in the same place?—There were a great number; there would be forty berths.

1318. Did you see that they had not any water that day?—Yes.

1319. What day was that?—I cannot say.

1320. How long after you sailed?—When we were coming home.

1321. When you were coming back; through the Channel?—Yes.

1322. What did you do; did you go and ask for it?—Yes, certainly.

1323. What did they say?—They told us they would give it us when they had time.

1324. What o'clock was that?—I think it was the time for going for the water, four o'clock in the morning.

1325. I suppose they had rules for serving out this water; that the water had to be come for at a particular time, and those who would not come for it would have to wait till it was convenient to give it to them?—I never saw any printed rule of that kind.

1326. Perhaps you knew it to be a custom?—If they had commenced at a certain rule, we should have known it, but we had no rule; there was no regularity in the ship.

1327. Perhaps some of the people were too lazy to come out of their beds for the water?



*William Hendrie.*

4th Nov. 1853.

—No, I can answer for that, except when they came at four o'clock in the morning; plenty would not rise at four.

1328. What other complaint had you to make; that when you did get the provisions served, you did not get the right quantity?—No.

1329. You knew what quantity of provisions you were allowed every day?—Yes, they were all printed; I had the printed ticket.

1330. Then, if you found you did not get what you thought would be right, why did not you ask for it?—I asked before the captain and the mate.

1331. What mate?—Mr. Bell, he was the only one that was the manager of business of that kind.

1332. And the carpenter?—No, I asked the captain himself.

1333. You asked the captain?—Yes, one day.

1334. You say you have in your handkerchief all the oatmeal that you had served out for ten days?—Yes.

1335. How much ought you to have had?—Ten pounds.

1336. And you have got, how much?—One pound two ounces, and another man got two ounces more than me.

1337. Was that given out to you every day?—No, only one day; two days, I think, before we came into Liverpool.

1338. They gave you that for one day's provisions?—Yes. I "commenced" on the mate, and said I would expose him for the way they were doing.

1339. Why did not you get any on the other nine days?—They would not give it.

1340. Did you ask them?—Yes.

1341. And they would not give it?—Yes.

1342. Did you get anything else?—No, we had no flour at all.

1343. What did you get every day?—Twice biscuits and once tea, and once sugar.

1344. You were to have 2½lbs. of bread or biscuits, a pound of flour, 5lbs of oatmeal a week, two pounds of rice, one pound of sugar, salt, &c.?—There was never a one got salt in the ship that I saw.

1345. Then you had this printed on the ticket?—Yes.

1346. Why did not you get what you were entitled to?—They would not give it; and then, what can you do on board a ship? I complained more than any one, and I was worse served for that.

1347. Whom did you ask?—The mate.

1348. Mr. Bell?—Yes, and I asked the captain once.

1349. Then if you did not get those provisions, how did you live?—I had a good store of my own; more than would take me out.

1350. How long before you arrived was the oatmeal given to you?—I think two days; and I was writing a letter at the time, and said I would expose the mate; he stood on the stairs, and I said I would expose him; not for myself, but I saw women that had barrels which were all broken, and the bottoms fell out of them, and they lost all their provisions, and I had to feed a young lad that slept with me.

1351. What made the provisions fall out?—With the ship rolling, and the casks and chests were flying from one side to the other the whole length. It was dark and we heard them.

1352. Were the chests lashed when you went out?—Yes, some of them.

1353. And the casks?—The provisions and casks were all broken to bits.

1354. But the casks, were they lashed when you first went out?—No. Mr. Bell came and lashed them after,—the day after the gale.

1355. Did the people cast them loose because they wanted them, and then did not lash them again?—They were never lashed; Mr. Bell came down the next day after the gale, and lashed them.

1356. Were there any persons passengers who received provisions short, like yourself, that can come here?—There are these men whose names are to the letter, and I will give plenty more; there are two men come from Scotland to-day.

1357. What are their names?—Abraham Brooks, and Angus Mathieson. I have the original petition to the Mayor of Liverpool, with fifty names to it. The greatest number never knew it was compensation money they received when they arrived; they thought it was subsistence money. When a complaint was made, the owner, Mr. Holderness, paid them the amount of the week's provisions in order to satisfy them.

1358. Now, you say here that two persons and more had the same berths, and they were turned out, having the same numbers?—There were a great number had no berths at all, but I only mentioned that because I knew there were great numbers had no berths at all.

1359. Perhaps you thought so?—No. I examined them distinctly, and I got the tickets from the persons who had no berths.

1360. Then there were two tickets with the same number; have you got them to show?—No, but I showed them to the inspector.

1361. Do you know how the tickets are numbered; have you got one in your pocket?—No, I had to give it up for my money back.

1362. What did the officer say when you took these tickets to show there were two people in one berth?—He said it was not right.

1363. Who was the officer?—I think it was Captain Schomberg.

1364. Where did those people lie?—They did not lie two nights in one place.

*William Hendrie.*

4th Nov. 1853.

1365. Where did they lie?—The boys laid in the galley some nights, and I have seen them lying in chests.

1366. Did they tell the captain that there were no berths?—No, but we went to the mate, Mr. Bell.

1367. What did he say?—He said he had nothing to do with it.

1368. Did you go to the captain after that time?—No.

1369. But it would have been much better to go to some one, and then it would have been explained. It appears from the officer that there were berths for everybody?—The berths were not in a state like the berths in the ships that sail from the Clyde.

1370. You state that you were "treated like pigs"?—The engineer from Manchester said that.

1371. Have you any other complaints to make?—No, I have nothing; but it is in the letter there.

1372. Did the captain attend to you when you made complaints?—Yes, he attended to me.

1373. What sail had she when the Cork pilot came on board?—I could not name the sails; I am not a seafaring man, but what signifies the sails when there was no wind.

1374. There was no danger for you then?—No, but there was danger before we got round Cape Clear that night.

1375. Then this was before you came round Cape Clear?—I could not exactly state that.

1376. You say in the statement I have here, "some of the passengers spoke individually to the officers of the ship about bringing the ship back to Liverpool, but they were "treated with insolence and contempt"?—Yes.

1377. "When a general meeting was called of the passengers who protested against "proceeding further on the voyage, and a petition was then made out with their names "affixed, and handed to the captain"?—Yes, I went on the poop with the petition myself.

1378. And the captain did come back?—Yes, and he sent for the mate, and the people said, "For God's sake, return," and he did return.

1379. What made you want to return?—We considered our lives in great danger; the ship rolled from side to side.

1380. You have never been to sea before?—No, but I have seen ships roll. It was the cargo that was the cause of it; an experienced man at Liverpool told me so.

1381. Have you anything further to say?—No; only I would like you to look at the original copy of the petition to the mayor.

1382. What is it about?—Stating our grievances, and requesting an inspection.

1383. (*Captain Beechey.*) Well, but that is all settled; where was the petition drawn up?—In the ship before we arrived.

1384. And who did you take it to?—To the government inspector.

1385. What did he do?—It is stated in that letter, word for word.

1386. Did he keep the list of grievances?—He did.

The following is the letter in the *North British Daily Mail*, referred to in the evidence of this witness:—

"We write this letter to give a true statement to the public of the way that the "passengers were treated by the agents, owners, and captain of the *Annie Jane*; and also "the treatment we received from the government inspector, when we applied to him for "redress. We took out our passage from Hamilton and Brothers, Glasgow, in the ship " '*Annie Jane*,' which was to sail from Liverpool on the 19th August, being told by the "agents that she was a fine new ship, and had good accommodation. We left Glasgow "on the 17th, and arrived in Liverpool on the 18th, being Thursday night. We slept in "the steamer that night, and got our chests next morning, and took them down to the "ship, and was going to put them aboard the ship, but was stopped, and was told that we "must get our berths first, so that our chests had to lay two days and a night without "cover, and we had to go to the agent's office on Saturday, and force him down to the "ship to give us our berths, but he did not get down without a good deal of abuse. "Tuesday came, and we all expected to sail that day. The government inspector came "aboard to inspect the ship, and we were all wearying to hear the result. We went down "after being passed, and heard the inspector say to the agent, or owner, who was with "him, that he would not pass the ship, because it was shamefully fitted up. He came "over the wards again, and said the berths and water-closets were shamefully fitted, and "he would not pass the ship, so that we did not sail that day, and the joiners who came "from Glasgow had to begin to the water-closets, and put on stronger hinges on the "doors, and give the conductors a little more drop; but there was nothing done to our "berths. Wednesday morning came, and, previous to the inspector coming on board, they commenced, and arranged to wash the deck, to blind the inspector, the same never being performed till the day before we arrived in Liverpool. The inspector came, and made a superficial survey of about ten minutes, and passed the ship; so we sailed. Early on Friday morning she rolled fearfully, with not a heavy sea, nor a heavy gale of wind, but towards night it freshened, and, with one lurch, the three masts went over the

*William Hendrie.*

4th Nov. 1853.

"side. As night came on, the rolling increased most fearfully, and we were all in darkness, and the chests flying from one side to the other. The lower forehold hatchway, where the Glasgow joiners were, was covered with a few loose planks, which, when she lurched, they all fell down in the lower forehold, that never was covered till the gale subsided that left them in imminent danger of their lives. The majority of the crew being French Canadians, and not understanding English, left the ship that night in imminent danger, not understanding the orders the officers gave them, and could not be at hand when required. Some of the passengers spoke individually to the officers of the ship about bringing the ship back to Liverpool, but were treated with insolence and contempt, when a general meeting of the passengers was called, and protested against proceeding farther on the voyage, and a petition was then made out, with their names affixed, and handed to the captain, and so he returned. On our arrival at Liverpool, after being ten days at sea, we went to the government inspector, and stated our grievances, which we laid before him in writing, and craved inspection, when we were told to call next day, and prove before the captain and owner. Next morning, after assembling, we appeared before them, and the government inspector asked the deputation individually what we had to say against the captain and owners. The first who answered was an engineer from Manchester, who said, 'We were all used like pigs.' The inspector, thinking him too rude, said, 'Plenty of that,' and called upon another, who replied by desiring them to read the article of grievances placed before them on the previous day, as we were still adherents to the same statement, but he declined complying with the request. He asked another, who said, 'We complain of the filthy and over-crowded state of the ship, and a great number, having paid their berths in full, had no berths, but had to lie on the deck, or on the top of the chests.' We mentioned a case of two young boys and a girl, brothers and sister, who had no berths, and when we examined the tickets, we found the numbers the same as a berth occupied by parties holding the same number, and on complaining to the officers of the ship, they said they had nothing to do with it. The government inspector said to him, 'Do you expect to be as comfortable in a ship as at home?' and as regards the tickets having the same number, he said it was not right. The captain asked me what I had to say against him, and I said, seeing the dangerous position the passengers and ship were in, with the loss of masts, how he did not return before the passengers petitioning him, and also how he did not accept the services of the Cork pilot, when he offered them, or allow the pilot to go and send out a steam tug. The Government inspector said, 'If I had been master of the ship, I would not have turned for you.' I said again that the provisions was the principal thing we attempted to prove breach of contract, first in not giving them by weight, as per agreement; secondly, we can prove having received only 11lb. 4oz. of oatmeal, in lieu of 10lbs., for the last ten days, which we produced, and no flour being served out. The inspector answered, saying, 'Do you think this gentleman (pointing to Mr. Holderness) would try to cheat you out of your provisions?' We said we did not care whether it was with the intent to cheat or not; all that we had to prove to you was that we were cheated, both in quantity and quality. We also said that we wanted our passage money back, or be provided with a better ship. The inspector said, 'You appear to settle the matter yourself, but you must know that I come here to settle these matters, and you must submit to what I say.' We said we were quite willing to submit to his decision, if he would give us justice; but if he did not, we would try it at the civil court, when he called one of his officials, and turned the speaker out; so we told him we would publish his name in England, Scotland, and Ireland, and so ended us and the government inspector.

"WILLIAM HENDRIE."

"I certify that the above is a true statement of what occurred.

"JAMES TURNER."

"12th October 1853."

*George Taylor.*

GEORGE TAYLOR, also a Passenger by the "Annie Jane" when she went out the first time, examined:

1387. Did you go out the second time in the "Annie Jane"?—No.

1388. Did you get your provisions; were you away at that time?—No, not the full quantity specified by our contract ticket.

1389. Was it measured out to you?—The tea and sugar was measured out with a white iron measure, or tin.

1390. I suppose they ascertained what the measure was?—I consider they ascertained what the measure would be. I do not complain so much of that, but we had no water one day, and no meal till a day or two before we landed, and then we only got one pound four ounces instead of the whole amount specified in the ticket; that was all we got, ten days at sea, and we got no flour or salt.

1391. And only once oatmeal?—Yea.

1392. Did you go and ask?—Some of us, but I did not go and ask personally, but I knew there were parties who went and asked.

1393. Did you get your own?—Generally.

*George Taylor.*

4th Nov. 1853.

1394. Then you cannot speak as to yourself, that you did not get anything?—I can speak as to myself, that I never got meal.

1395. Did you ask for it?—I believe I did ask once. I said that oatmeal was a thing I should be obliged for if I could get it for us; Scotchmen had been used to it, but we were not under the necessity of pursuing directly after it, because we were provided for the voyage. After the masts went we lost most of our provisions, and we wanted it.

1396. Did you hear it asked for?—No, I did not.

1397. Did you go and say you wanted your meal?—No further than I stated to you.

1398. Did you complain of any thing to the mate as regarded yourself?—Nothing particular. I have complained of the room; I did remonstrate a good deal about the room that we had for cooking our victuals, and the way that we were detained in getting our victuals cooked.

1399. Were they not cooked for you?—No; they had just a small galley for cooking in and they would not so much as give us warm water. That was all the space assigned, for this purpose, and it was sometimes twelve o'clock before we got our breakfast. There was no sort of regular plan for the care, comfort, or convenience of the passengers at all.

1400. What time were you directed to go for the water?—We were never told any specified time to go for water or provisions. Whenever we saw others go, the cry was given for water, or tea, or sugar, and then we all made way for where it was given out. There was no specified time for it.

1401. What was the reason you were without water that day?—I do not know.

1402. Did you ask for it?—I went and asked for water but it could not be given.

1403. Was there any reason?—No. There was no water given out that day.

1404. What day was that?—I could not say.

1405. How long before you arrived?—Four days before we arrived. I think it was either the first or second day after we lost our masts.

1406. When the passengers went for provisions, were they weighed?—No; I never saw anything weighed, and the biscuits, they were just taken up in the hand, and they just gave us what they thought right.

1407. Was that complained of?—Yes; I said that was a very irregular way of going to work; we should like to know whether we were getting our quantity.

1408. Who was that to?—The mate and boatswain, when they were giving them out.

1409. Why did you leave the ship that time?—I left it seeing the way we were all used, and the way things were being conducted on, and the way that she rolled, and the small use that she was when she lost her masts. I left it on that account, because my life, I thought, would be in imminent danger; in fact I would not go if they gave me twenty pounds, for I foresaw that the ship would be what has happened, and I knew well enough that the thing would be the same as it was before, that alterations were made which were not carried out.

1410. Was any representation that you know of made to the captain in this matter, with regard to those provisions, those grievances, and the treatment. Did you say anything to the captain?—I am not certain that there was anything said to the captain about it.

1411. Was the captain a kind and humane man?—Well, I never saw any of his humanity or kindness; He gave himself no trouble for the passengers or for their welfare.

1412. Was any representation made to him?—I do not know.

1413. (*Captain Beechey.*) If he did not know your grievances, he could not remedy them?—Then it was his duty to look into them; he should have looked into them, to see that the passengers were rightly treated; a man placed in that position ought not to want men to remind him of his duty.

1414. If you did not get what you wanted to have, your most direct way would have been to go and complain to the captain.—Well, I suppose so, but we were new at sea, and did not know how to go about it.

1415. Did you know the two passengers having the same number of berths?—I do not know, but I believe it was somewhere below the poop, and our place was in the fore steerage.

1416. Some had no berths?—Some had none.

1417. But you do not know that?—I cannot vouch for. I do not know it; I did not see it myself.

1418. Were you offered to go out in the ship the second time if you liked?—Of course, they wanted us to go out, but they would not have had any of us go if we got back our passage money.

1419. Have you got back your passage money?—I have got it back now since the vessel was lost, but I had law about it. I was completely sold. Captain Schomberg was said to be there at ten o'clock in the morning to lay the information, but I never saw him there.

1420. That was the fault, I suppose, of the person you employed?—The lawyer promised to have him there the next morning, but the next morning he received a note from Messrs. Holderness and Chilton, with their compliments, saying they were sorry they could not see him; and the next morning we were just in the same fix, and I ran about and got hold of him, and talked to him for deceiving us this way.

1421. (*Captain Beechey.*) That was between you and the lawyer. You see there was no case for you?—I think there was a good case. We never received the provisions specified on our tickets.

1422. (*Captain Beechey.*) But if you never asked for them?—They were asked for, but I did not ask for them as an individual. Then the cargo was not so safe; it was evident that she should not go to sea. And there was another thing,—the threat that the captain gave, that he would send her to the bottom or Quebec. That was the representation that he made to us when she was dismasted. We wanted him to turn back, and he said he should either send us to Quebec or the bottom. Then the day following, I think, we made out a petition and signed it, all the men but the cabin passengers, and pressed upon him to turn back, and at last he did turn back.

1423. Were the topmasts got up then?—No; there were no jury-masts rigged after this. She had been two or three days dismasted.

1424. What sail was she under?—She was under sail, and rigged to carry her on.

1425. Had she got new masts up?—No.

1426. Was she going on under her low sails?—Yes; all the sails he could get about him.

1427. Was the wind fair then?—Yes.

1428. For Quebec?—I think so; but I could not speak distinctly upon that.

1429. Have you anything else you want to say?—No, there is nothing else.

1430. You saw nothing on the part of the captain that was brutal, or improper conduct?—No; I only saw this thing: that he was not a cautious man; that he was not a man I should like to trust my life under again. And there was another thing: the sail-maker and second mate, they were ordered by Captain Schomberg not to proceed with the ship again. We represented in the petition to Captain Schomberg that they had been drunk, and kicking up rows in the ship, and abusing some females; and they were ordered by Captain Schomberg not to go in the ship again, and they did go. The concern was altogether merely a "shove off" or "job" to get out to sea again. The repairs put upon her were nothing.

1431. They could not have discharged these men without paying them a month's wages?—Well, allowing that, that was nothing; for it was the order of the government inspector that they were not to proceed to sea again; his order ought to be obeyed. I stated that to Captain Schomberg, and he said he knew they were not to go, but he did not pass it and he did not know how they had gone.

*George Taylor.*

4th Nov. 1853.

ALEXANDER KERR, another Passenger in the "Annie Jane" when she went out the first examined.

*Alexander Kerr.*

1432. Did you get your provisions?—Not as specified in the ticket.

1433. Did you ask for them?—Yes.

1434. Who did you ask?—The first mate.

1435. What did he say?—He said he had not time to be bothered with us.

1436. Did not you get any?—Yes.

1437. How much?—I could not say; I did not weigh it.

1438. How many days—you got all that was right, I suppose, for every day—did you get all that was in the list?—No; the first time when we went out we got the tea and sugar.

1439. How much?—I could not say how much.

1440. How was it measured?—It was just given up from below; they had no measure that I saw.

1441. Did you go yourself to get it?—Yes.

1442. Did not they measure it to you?—They just gave us about a handful.

1443. Then you might have had more than was allowed?—No.

1444. As to oatmeal, did you get that?—Yes; we got some when we were turning back to come home again.

1445. Did not you get it every day?—No.

1446. Did you go and ask for it?—No; I never went and asked for oatmeal.

1447. Did you ask for bread?—Yes.

1448. Did you get it?—Yes.

1449. Then you have nothing to complain of in point of provisions?—Nothing, except that I did not get any flour and salt.

1450. Did you ask for it?—No, I never did.

1451. Did you get your water every day?—There was one day we got none.

1452. What was the reason?—I do not know; they did not give it.

1453. Did you ask for it?—Yes, we did, often; two or three times in the day. Sometimes they said they were going to give out water, and we went to fetch it, and they did not give it. There was no order kept in the ship, and when I went down for water, I waited two hours, and they served them just as they came; the strongest man got first.

1454. Was that down in the hold?—Yes.

1455. Do you recollect when the masts went?—Yes.

1456. Did you ask the captain to come back?—No, it was not I that asked him.

1457. Did you get your berth?—Yes, I did.

1458. How was the place where you lived; was there plenty of room in the steerage?—We were below the sailors, in the fore-castle.

1459. You were not in the poop?—No; we were not in the poop.

1460. Now, when you came back to Liverpool, did you tell the emigration officer that

H

*Alexander Kerr.*

4th Nov. 1853.

you were treated badly?—I saw the other men went; I stood on the outside; Thomas and William Hendrie went in, and I never went in.

1461. Why did not you go out again in the ship?—Because she was overcrowded; there were too many in her; nor we did not get our victuals cooked, nor anything. There was no regularity in her. I do not think they were repairing her properly; it was not sufficient to stand the weather.

1462. What part does that refer to?—I did not consider that the mizen-mast was sufficiently mended.

1463. Did you make any complaints yourself?—No, I did not; I had nothing to do with it.

1464. Did you get any compensation?—Yes; two shillings; but I did not know that it was compensation. I thought she would perhaps lie more days. I was not told what it was for; I just got the money.

1465. And you were satisfied?—No, I was not satisfied to go with her.

1466. You were satisfied to take the money?—Yes; but I did not know it was compensation money.

1467. What did you think it was for?—I thought perhaps she was to lie there more days.

1468. Did they offer you to go again in her, if you liked?—Yes.

1469. And you did not want to go?—No; I did not want to go if I could have got my passage money back again, and gone with another ship.

1470. Did you get your passage money back?—Not at that time.

1471. You did afterwards?—Yes; I took Captain Schomberg to get it back.

*Captain Beechey*: You know very well it was Mr. Holderness's liberality to give it to you. You were not entitled to it.

1472. Did you see any weights and measures on board the ship?—No, I did not; there were no such things that ever I saw.

1473. Did you go up to where they were measuring their provisions out?—The provisions were not given out every day. Sometimes we were told just to come for the provisions.

1474. Then you went sometimes when they measured them out?—Yes, always.

1475. And you did not see the measures?—There were no measures.

1476. How did they measure out the oatmeal?—They had something for measuring it out.

1477. Was it a mug, or a basin, or measure?—Some kind of a mug; I did not see what it was; I saw some kind of a jug, or something of that kind.

1478. They measured it in a jug, and put it into your basin?—Yes.

1479. How much did you get?—Well, I could not say; I did not weigh it.

1480. How did they measure the biscuit?—The man just took them out of the box, and gave them to us with his hand.

1481. He gave you a handful?—Yes.

1482. Did you know how much you were allowed?—Yes.

1483. You had the list?—Yes.

1484. Did you think you got your weight?—Well, I think we had plenty, for my part.

*John Taylor.*

JOHN TAYLOR, another Passenger in the "Annie Jane," when she went out the first time, examined.

1485. Where did you live in the "Annie Jane"?—In the fore-castle.

1486. Did you go for your provisions every day?—Yes.

1487. Did you get them?—Sometimes we did, and sometimes we did not.

1488. Were they measured out to you?—No.

1489. How did they give them out?—Just what they thought was the quantity for us; I went for two, for a brother-in-law and myself, and I saw them give as much for one as two.

1490. Did you get any water?—There was such a quantity went down at the time, and those that were in the bow first were best served; and then we were obliged to help our neighbours if they had none.

1491. Were you one day entirely without water?—There was one day, I think, that there was none in the ship got any.

1492. Do you know the reason?—I could not say what the reason was; they said the reason was because they had been so much taken up by the wreck, when she lost her masts, that they could not get it attended to; that was their statement.

1493. Was that the day after they lost the masts?—That was the day after they lost the masts.

1494. Did you make any complaint when you came back?—Yes; we went, and there was a petition made out before we came ashore that was shown to the inspector.

1495. You got paid two shillings for your week's provisions?—We were told afterwards that it was for provisions, but we received it for compensation for the time we were lying there.

1496. Who gave it to you?—I do not know who he was; he was one of the clerks that came down to the ship.

1497. The time that you were lying there?—I think he came the first day, and paid us four shillings each; and then there was no more till Monday.

CAPTAIN SCHOMBERG recalled, and examined.

Capt. Schomberg.

4th Nov. 1853.

1498. Having heard the evidence of the three last witnesses, have you any remark to make?—On the arrival of the "Annie Jane," a deputation of passengers came to me in my office, stating various complaints, in nearly the same shape as I have already heard. I sent for the owner and the captain, that they might be present and hear those complaints. I told the captain, in the presence of the owner, that he conducted himself most improperly, and that his conduct was very reprehensible in not taking more care of his passengers, and that he was guilty of the most gross carelessness. He replied that he had great anxiety about his ship, and that there never had been the slightest want in his ship; that the people were too lazy to come out of their berths for their oatmeal, and that the oatmeal was always there, and that his mates were serving out provisions and water all day long. On Mr. Holderness, the owner, hearing these words, he said, "Captain Schomberg, I will give these passengers anything that is reasonable; as I have observed, although there has been no want there, still has been great carelessness on the part of the captain, but he is an old servant of mine, and, under the circumstances of the ship having lost her masts, it is probable these irregularities have occurred." He then said he would give them the contract price for a week's provisions, and, as I am in the habit of seeing compensation made for complaints of this description, I considered it, under the circumstances, a fair compensation, having heard the evidence of the cabin passengers and Lieutenant Rose in favour of the captain, and also what the captain had to say in his defence. Several passengers were present when Mr. Holderness made this offer, and no objection was made. Two days before the ship sailed, Mr. Owen, an attorney, came to my office, and stated he had 400 clients in the "Annie Jane" that wanted compensation for not getting their provisions according to contract. I said I wondered at such a thing, as they had already received a compensation; at any rate, I thought so. He replied, "No," and asked me to meet him at the police court the following morning, which I did. Two passengers were present; one Hendrie, who had not received that compensation—and I then stated to the owner that I should lay an information against the captain. The owner stated that it would probably detain the ship, which would be a great loss; and, therefore, as regarded these passengers, if they would accept their money back he was quite ready to give it them, and the thing was at an end. I then stated I would not lay any information where the compensation had been received.

ANGUS MATHIESON, Passenger on board the "Annie Jane," examined.

Angus Mathieson.

1499. Who sent you here?—Mr. Muirhead and Captain Crawford, from Glasgow.

1500. What have you to state about the "Annie Jane"?—What I have to state, I believe I have stated in Glasgow. I suppose you have it before you there (*referring to a declaration which had been received on the previous day.*)

1501. You say, "In your opinion, and in the opinion of the other passengers with whom you talked upon the subject, it would have been quite practicable for the captain to have put about the ship and made the main land and west coast of Scotland, provided he had done so in time after receiving said petition, and before it became impossible for him to clear the island of Barra. The captain, however, was quite obstinate in his refusal to return." What time was that?—Some time before the wreck, and we put on a petition to him.

1502. How many days before the wreck?—We were not many days out when we lost the topmasts, and a day or two after that we put on a petition to the captain, and he never looked to the petition, but threw it overboard.

1503. He knew what it was about, I suppose?—Yes.

1504. Did you tell him?—He knew what it was about, because he got a petition the first time, about the same thing, and then he knew what it was about.

1505. Have you ever been at sea?—No, till I went on board the "Annie Jane" as a passenger.

1506. Did you get your provisions served out regularly?—We did not get them served out regularly the first time, but the second time we did.

1507. Were they measured?—They were measuring and weighing them the second time, and we were getting them regularly.

1508. "A man named Ross, from Glasgow, presented a petition to the captain;"—was that so?—Yes.

1509. In the name of the emigrants, to go back?—Yes.

1510. And you say "the captain stood on his course for Quebec notwithstanding the state of the ship and the requests of the passengers." What was the state of the ship?—She was in a disabled state; one way, because she had lost her main-topmast, foremast, jib-boom, and some square yards. I cannot name them, because I am not a seaman.

1511. But he could put others up, and intended to do so, probably, when the weather moderated?—I suppose that he could do it properly that day.

1512. Were you put to the pumps?—Yes. I was for two nights and a day at the pumps.

1513. Were most of the emigrants assisting at the pumps?—Yes.

1514. What time did they begin?—The last night we were at the pumps was the night of the wreck.



*Angus Mathieson.*

4th Nov. 1853.

1515. And for how long was that?—I could not say, but we were at the pumps for days and nights.
1516. How long after you sailed did you begin?—I could not be very exact to the time.
1517. Was the ship rolling much?—Yes, very much.
1518. This is your declaration, is it? (*handing witness the declaration received the day before.*)—Yes.
1519. And this is all correct?—As far as I know, I think it is true.
1520. This was made out in Glasgow by Mr. Muirhead, and you believe it to be true?—Yes, as far as I can judge, I think it is true.
1521. The petition was pitched overboard after you sailed the second time. Is that true?—Yes.

*Abraham Brooks.*

ABRAHAM BROOKS, whose declaration was also received on the previous day, examined.

1522. Did you give this declaration (*alluding to the declaration received*) to Mr. Muirhead?—Yes.
1523. You presented a petition to the captain to return back, did you not?—Yes.
1524. But you thought it first prudent to consult the chief mate?—Yes.
1525. Have you ever been at sea?—Not before.
1526. You do not know anything about the masts and sails of the ship?—Not a great deal.
1527. You say she was in a very disabled state, and you asked the captain to return?—She lost her fore-topmast, her foreyard and jibboom, and we thought then that she was in a disabled state. But a few of us considered that we were not very qualified to ascertain, and we went to the chief mate to ascertain, and he told us it was not his business to give advice in that affair; but this much he said: "From the state that the ship is in, she will never arrive at Quebec." Those are just his words, that others will prove.
1528. What was the mate's name?—Mr. Bell, the chief mate.
1529. He was drowned?—Yes.
1530. What did the captain say?—He said that we had got our will the first time of returning, but he would have the satisfaction of taking us forward this time.
1531. What did he do?—He took the petition, and tore it to pieces.
1532. Was that the second time?—This was the second time that she went out.
1533. Was the weather fine then?—No, it was pretty rough at the time.
1534. Was the ship rolling?—Yes.
1535. What was the state of the passengers?—They were all agreed that she was not in a state for proceeding, and they wished us to draw up a petition, and, after it was drawn up, they all signed it, with the exception, I think, of five.
1536. Who were they?—I could not tell the names.
1537. Cabin or steerage passengers?—We did not go to the cabin passengers.
1538. And what were they about?—Putting up more sails and more yards.
1539. That is the crew. Were they trying to get on?—Yes.
1540. What did you complain of?—We complained of the insufficient supply of provisions, and the captain not returning.
1541. Was that the second time?—That was the first time we complained of the provisions.
1542. You got compensation for that?—Perhaps I got it, but I never was aware of it. It never was stated to me, because I never understood that.
1543. What is this you complain of now?—The second time we complained of the captain not returning when we requested him. We all claimed our passage-money to be returned.
1544. I suppose the captain thought that he might go on?—Well, I cannot speak for him; he went on.
1545. I suppose he had got spare topmasts, and spare mizen, and sails, if he had liked to have put them up?—I could not say about that, what was his number of sails; they were all stowed below, I suppose.
1546. Did he take observations properly, to determine where the ship was?—I am not skilled in that affair.
1547. Did he seem to be a careful man, always doing what was best for the ship?—That is not easy to say.
1548. Is there anything else?—No; I think his not returning when we requested him was the worst; he might have saved us.
1549. The crew, I suppose, were all trying to do their best to get the ship in order?—The second time they did, as far as I know.
1550. Were were you when the ship struck?—I had just been at the pumps.
1551. Where you in the cabin?—In the poop.
1552. Were you saved on the poop?—Yes.
1553. Did the mate come down and tell you you were in danger?—There was no one gave us information; the first thing that we knew was from feeling her aground, and there were a great number in their beds, who, if notice had been given, it is very probable would have had some clothes on and been on deck, and made an effort to save themselves.
1554. How soon did the water break into the cabin after she struck?—It commenced breaking up the fore part of the ship, and she gradually gave way.



1555. How was she lying when she gave way?—She turned broadside to the weather.
1556. Were you amongst the passengers that tried to get in out of one cabin into the other?—Yes, and succeeded.
1557. You broke the bulkhead down, I suppose?—I did not do it myself, but with the help of others we did.
1558. Was there any water in the cabin then?—Not at the time I went in, but very shortly there was.
1559. Were any people drowned then?—None at this time to my knowledge; but I made way for the companion, and got up there, and by this time the water was coming in very much.
1560. By the sea breaking over?—Yes; the fore part of the ship was entirely broken up by this time.
1561. How did you save yourself?—By getting through to the cabin, and then going through the companion up to the poop. At seven o'clock in the morning I got ashore.
1562. Where did you go to when you got ashore; to Mr. M'Lellan's house, or the other?—I was asked by Mr. M'Lellan to go to his house, and he said he would take charge of any articles that came ashore.
1563. He treated you very well, did not he?—I do not know. I suppose he did.
1564. Have you anything more to say?—No; I do not think there is anything else.
1565. Do you know what became of the chief mate?—He was drowned.
1566. Do you know how?—All that I saw of him was, I saw his dead body on the beach.
1567. You did not see anything of him that night?—Yes.
1568. Where was it?—He was in the cabin.
1569. Where you were?—Yes, but he went away.
1570. Where to?—I do not know where he went to.
1571. Did he speak to you?—No, he said nothing.
1572. This is your statement? (*handing to the witness the declaration received the previous day.*)—Yes.

*Abraham Brooks.*  
4th Nov. 1853.

WILLIAM MOORE, Sailmaker in the "Annie Jane," recalled, and examined.

*William Moore.*

1573. What damage was done to the ship on the larboard side of the forecabin; how low down was it?—About level with the channel.
1574. What else?—It was planked over after it was found out.
1575. There was more than one, was there not?—No.
1576. What did the carpenter do?—He nailed a plank and canvas over it.
1577. Was there anything under water?—No.
1578. How did she take the water in there?—She shipped a sea.
1579. She would not take much in there?—Oh! yes, the timbers were all bare.
1580. What knocked the plank out?—Working and heavy weather together.
1581. Straining?—Yes.
1582. It happened when the mast fell?—No; when the mast fell that remained as it was.
1583. Then it was the straining of the ship that worked the plank out?—I suppose it was that and the severity of the weather. We did not discern it for some time; when we first discerned it we were getting a temporary jibboom out.
1584. When you lost your spars the second time, before you made St. Kilda, what sail was the ship under? Had you got any jury sails and yards, and masts up?—Yes, we had the foresail set.
1585. What was the foresail?—The main-topgallant sail. I made a mistake; it was the crossjack, not the main-topgallant sail that was bent.
1586. Why did not you take a topsail?—We had not a yard fit to set it, and no place for lifts to spread the yard.
1587. You got the crossjack on, instead of the main-topgallant sail?—Yes.
1588. Had you got the main-topmast up?—Yes, we had the main-topmast up then, and double-reefed topsail.
1589. Then the ship was properly rigged, as well as she could be?—As far as we could manage it; we could hardly move, it was as much as we could do to hold on.
1590. Why?—So much as she was knocked about. It was almost dangerous to go along the deck.
1591. Was she making any way with that sail?—Yes, about five knots.
1592. How was the wind then?—Westward.
1593. Quarterly?—Yes, abaft the beam.
1594. What had you for a mainsail?—We had no mainsail.
1595. You had a topmast studding sail for a mainsail?—Yes, we had a topmast studding sail for a mainsail when we lost the masts altogether, and as long as we could keep it set; we took it down when it came on to blow; she was not able to carry it when the wind freshened up.
1596. Then you lost that jury-yard again; did not you?—Yes.
1597. After that?—Yes.
1598. When you lost the main-topmast and main-yard, and the main-masthead?—No, I beg your pardon, sir, she ran ashore with her jury-foreyard set, and crossjack.

*William Moore.*

4th Nov. 1853.

1599. Where was the main-topgallant sail then?—She ran ashore under the cross-jack and close-reefed mizen-topsail.

1600. Call to mind what sail you had when you were standing towards Barra?—We had a cross-jack and close-reefed topsails; we could not carry any more.

1601. Anything on the mainmast?—Nothing.

1602. Was the main-topmast up?—The main-topmast was gone.

1603. You had a spare one?—The mainmast head was gone, top and all.

1604. And it was clear she would do nothing on a wind?—No, not a bit; not in heavy weather.

1605. And did you haul the wind that time when you saw Barra?—We kept her free, thinking that she would weather Barra, and she drifted down and the wind headed her.

1606. On the 23d, it was Friday, you lost these masts?—We lost the fore-topmast, foreyard, and jibboom; that was on the 15th.

1607. Five or six days after you set sail?—Yes.

1608. This was about a fortnight after you sailed; that is, five days before you were wrecked, you lost the topmast, the mainyard, and the jury-foreyard?—No; that is wrong.

1609. What did you lose?—After we lost the fore-topmast and the foreyard, and jibboom, we lost the main-topmast, the main-topsail-yard, the mainyard, and the head of the mainmast, and all the rest stood.

1610. And not the jury-foreyard?—No.

1611. What day was that on?—I do not know what day it was; I had enough to do, by George, to attend to the duty of the ship.

1612. And the day after that you put her head southward to go back?—No; we went back, intending to touch Londonderry to get a steam-tug. After we lost the main-topmast and mainyard, and the head of the mainmast, we bore up for Londonderry—for the nearest port.

1613. That was the same day, was it?—Yes.

1614. Then the next day you got up a jury foreyard, and set the main-topgallant-sail on it for a foresail?—That is a mistake that I made.

1615. You did not only say that, but the mate said the same thing. What was the jury-foreyard made of?—A rough spar; an eight-square spar.

1616. Then you put back from that time, and made the best of your way for Londonderry. Could he have done better than that?—I do not know. It was his intention to get to the nearest port, so far as I could learn.

1617. What would you have done?—I am no navigator, but I should have done the same; put back and turned into the nearest port.

1618. He did his best, I suppose, to weather Barra and put the ship in safety?—Yes, he did; and he told me personally himself, "If I weather Barra, and if I find myself getting too near the shore, I can put into a port."

1619. If you had had a better crew, could you have got your masts up more readily?—I think we might have done a deal better if we had been all one sort, that is, Englishmen instead of Canadians, from the first beginning to the last.

1620. You would have saved the masts?—Yes; we would have saved the masts, and would not have had half the accidents we had. We might certainly have lost some of the masts with rolling, but we might have managed a deal better if we had had only a proper crew. I have been in the navy, and also in the merchant service, and I never saw such a bothering set of people in my life. I have been five years in the navy.

1621. When that chain went over the side, did the whole chain go overboard?—Yes; the whole of the starboard cable.

1622. Was there not some of it below?—No; not below, there was no place for it below.

1623. Are you sure of that?—Certain.

1624. Had you anything to do with the ranging?—Yes, I had.

1625. Were both cables, the whole of them, on deck?—Yes.

1626. Where were they clinched?—The whole of them were lashed to a ringbolt alongside of the fore part of the main hatch.

1627. Brought round the house?—Straight along the deck, and ranged fore and aft the house.

1628. Were the ends lashed together?—No, separate; one end to each.

1629. Did the whole cable go overboard?—Yes, the lashing was cut off.

1630. The whole cable went away?—Yes.

1631. You are quite sure there was no place to put cables below?—No, there was not, but I have been in several ships where the chains were on deck, and they never seemed to get any hurt. I have seen them in boxes fixed on deck, and I never saw them do any hurt.

1632. Properly secured?—Yes; I have seen chains the same way in a new ship where they never took any hurt, properly lashed with three inch and a half rope, with three good lashings on them. Some of the ringbolts drew, and the lashings gave way.

1633. Was she rolling?—Yes.

1634. Were you discharged from the "Annie Jane"?—No.

1635. Were you not discharged from her when she came in the first time?—No; I wish I had been.

DONALD FRAZER, Carpenter, examined.

*Donald Frazer.*

4th Nov. 1853.

1636. What were you in the "Annie Jane"?—A steerage passenger.
1637. When you went out the first time, did you hear the passengers ask the captain to go back?—Yes; he said he would.
1638. And did he?—Yes.
1639. Were you one who signed the petition?—Yes.
1640. What did he say?—He threw the petition overboard, and he said, "You had your will once, and I will have my will now."
1641. Do you remember on what day this occurred?—It was on Wednesday, two days after we lost the masts, when we presented the petition.
1642. Was a passenger of the name of Captain Rose in the ship?—Yes; and his lady.
1643. Was he present when you presented the petition?—No.
1644. What did the captain then do?—He came down and said he would turn back, and the man at the helm said he had turned back.
1645. Did he turn back?—No, sir; the next day we heard him give a course to the man at the wheel, and the boatswain then said he had turned for Quebec.
1646. How was the weather then?—Moderate; the ship was close hauled on the larboard tack. Mr. Bell told me and others, after the foremast was gone, that the wind was fair for Liverpool to enable us to turn back, but that he did not think the captain was making any exertion to put the ship in order to take her back to Liverpool.
1647. Was any one persuading the captain to go on?—I was told by the crew that Captain Rose persuaded him to go on.
1648. Did you hear the first and second mates tell Captain Rose it was all his fault the ship was lost?—I was informed by some of the survivors that they heard the first and second mates say to Captain Rose to that effect. That was when the ship was about to run ashore.
1649. Where were you on the night of the wreck?—I was in bed; I was very tired, having been at the pumps all day. I was awoke by one of the passengers telling me the ship was close upon the rocks. I rushed up, and perceived the rocks on both sides of us. I rushed down to dress, and had just put on my trousers, when the ship struck. None of the passengers had been informed at this time, as far as I am aware; many of them were in their beds. I was in the poop cabin with a great many passengers; in a few minutes the sea began to break the ship up. We broke through the bulkheads into the after cabin. Soon after that the poop cabin, filled with passengers, was washed away. The passengers in the steerage tried to get up, and were washed back again; there were a great number of them, and a very few got up. We stopped where we were till the mizen-mast broke and cut the ship in two. We then scrambled up to the stern windows, where we remained till about seven in the morning, when we found ourselves close upon the rocks, having been driven up by the sea during the night. We were on a sandy beach. Captain Rose and his lady were in the cabin on the lee side; and after the cabin had been washed away, the captain called out, "Captain Rose, how are you?" There was no reply; Captain Rose and his lady were afterwards taken out of their own cabin dead. The Catholic priests were taken out of their cabin dead.
1650. Was the captain sober at the time?—To the best of my belief he was. I never saw him drunk while I was on board.
1651. Was the captain a civil man?—I cannot say; we had little to do with him; we have no reason to complain of the captain's conduct in any way.
1652. Did he appear to attend to his duties?—I never saw him much on deck; I have seen him on deck smoking his cigar; I have also seen him taking observations with Captain Rose. He seemed to be a careful man about his observations. I was on deck a great deal in the day-time, but not much at night, therefore I cannot say whether the captain appeared on deck at night. The accommodation for the passengers was very bad; the water-closets were very bad. After the foremast went, one of the closets was damaged by the sea; the captain then ordered all the others to be done away with; the women, in consequence, had nowhere to go, and not liking to expose themselves on the upper deck where the men were, they went down into the steerage. The ship was in a very filthy state in consequence. The sleeping accommodation for the men and women was very indecent; the beds of the single men were only separated from those of the single women by a partition of wood, about six or seven inches in depth.
1653. When were the passengers put to the pumps?—After the foremast went, every time a gale of wind sprung up. The chain cables were always breaking adrift, swinging about the deck; one broke a man's leg. The Canadian sailors did not appear to have been much at sea; they were afraid to go aloft. Very few of them spoke English.
1654. What sail were you under on the day you saw St. Kilda?—Mizen-topsail, jury-foresail, jib and main-staysail.
1655. Did the ship roll much?—Yes, it made no difference whether it was calm or much wind, she always rolled till her water ways were under water. Mr. Bell and all the crew said they never were on board a ship that rolled like her.

11th and 12th November 1853.

*R. Stevens.*

Evidence of RICHARD STEVENS, Seaman of the "Annie Jane."

4th Nov. 1853.

1656. State what you know of the loss of the "Annie Jane"?—The crew consisted of four English seamen when we first started; fifteen Canadians (*two* of them good seamen); four carpenters (two of them French). The names of the carpenters were:—James Boyd, Belfast (without wages); James Marshall, Sunderland, ditto; Uhalt Gagnon, Canada, ditto; Edward Durant, ditto, ditto. (Afterwards we added six able seamen.) On Monday morning, 12th September, at four o'clock, we were under close-reefed topsails; the ship was labouring very heavily; we lost the foremast head, and the foreyard, and to clear the wreck which was under the bows the carpenter cut the heel lashings of the jibboom, and that broke the bowsprit at the cap.

About the same time, the starboard timber head that secured the wheel ropes started with the working of the ship. We cleared the wreck and stood on. On Wednesday, the 14th, we got the crossjack on the foremast, and the next day, the forestay sail on her. We laboured very heavily—rolled the top gallant forecastle under. After the foreyard went, some of the passengers asked the captain to go back to Liverpool. The ship stood towards Liverpool about a day. About sunset the captain ordered for Quebec again, the ship lying N.N.W., moderate weather. Next morning the passengers remonstrated with the captain about the course he was steering to Quebec, and the captain said, "Quebec or the bottom, and a bullet for the first man that offers to take charge;" and he kept on his course on the port tack. My opinion is that the ship was not in a fit state to go on. She rolled to such a degree that if she had had new masts she would have served them the same trick, for the cargo was stowed too low. About the 21st the maintopsail sheet went by the deck. The captain desired the sail to be taken in, but we could not get seamen enough to go aloft. It was however set again, but it was split by the flapping, and was afterwards blown away. About this time the chain cables were knocking about from side to side, and broke a Canadian's leg. We had no chain lockers to secure them, and they were lashed to the ring bolts and spars, but they broke away, and, finding we could not secure them, we unshackled the lee one, and let it go overboard. I am certain we had no chain locker. About eight hours after the topsail was set again, split as it was, the parrel of the yard having gone and knocking about; the captain said to me, "Go up and cut the lee clue of the main-topsail," but the main lift being gone, I knew the yard would top up and down, and perhaps cant me overboard. Then he said, "Go up and cut the lee rigging of the main-topmast, and then the weather, whilst I cut the back stays, when you come down, to let the main topmast go overboard." The main-topmast fell, and carried away the mainyard, and mainmast head. The night before this the life boat at the davits was filled by the rolling of the vessel. It was then blowing very hard from the westward. The ship was labouring fearfully; we had no sail set. In a day and a half we set the close-reefed mizen topsail. Before this the jury-foreyard came down with a run, the slings having been chafed through by the rolling. We lashed the foreyard as well as we could to the stanchion, but the vessel was rolling so heavily that the second mate to save the stanchion ordered the foreyard to be cut away. But two or three days after this the captain bore up for Liverpool. We set the main-top-gallantsail for a foresail. We got the staysail on the mainmast and the jib. I heard we were at this time 60° north; the wind was moderate. We steered southward for three days, the wind became scant. I heard the captain say "if she didn't lie higher than south she wouldn't weather it," meaning I suppose "Barra head." The ship was rolling very heavily, and always rolled heavily even in a calm. On the morning of the 28th the captain said, "Go and haul the Frenchmen out of their beds; if you don't look sharp the ship will be ashore." We stood on all day; about four o'clock p.m. I saw the loom of the land on the lee beam, and as soon as it was dark I saw the Barra light; the ship was then on the starboard tack. Finding we could not weather the light we wore round on the larboard tack; and still finding we could not do anything, the captain set her into Vatersay Bay, and ran her ashore. She took the ground, struck very hard, and in about an hour the bottom was out of her. She very soon broke up. The passengers and crew rushed to the boats. She first began to break up amidships; the passengers left the pumps, rushed first to the boats, and then to the poop cabin, where a great many died by crowding, and being drowned by the overheeling of the vessel. Everything was being washed about, cargo, and chests and boxes were rolling about, women were trying to save their children, and all was confusion. I don't know what happened. I heard the second mate say to Captain Rose, "This is all your doing; if you had not advised Captain Mason to go on, this would not have happened."

We had six water-closets for the passengers on board, on the upper deck, three on each side. The two on the starboard side got stoved by the casks getting adrift; the others were either knocked down or washed away. They were put up in a very slight temporary manner. The ship was in a very filthy state in the steerage below; the people were afraid to go on deck; there was no way of clearing out the berths. I can't say the captain was not sober, he did not do his best to refit the ship after she lost her masts. It was his fault that the jury-yards and masts were not up quicker, as he did not give orders for them. Captain Rose and the mate said, "They might have been got up by this time." I think if we had got up all the sails we could quickly, we might have got round Barra. I have never sailed before in a ship laden with a cargo of iron.

1657. Have you any complaint to make against the captain?—I have no particular complaint against the captain, but I think he used a great deal of bad language, and was given to blows, and though I never saw him drink, I often thought he was not as he should be. I don't think he looked well after his passengers.

12th November, 1853.

(Signed) RICHARD STEVENS.

*R. Stevens.*

4th Nov. 1853.

Examination of Mr. WILLIAM MASON, Master of the late Ship "Annie Jane," lost on the 28th of September, in Vatersay Bay, Barra Island.

*William Mason.*

1658. What is your name?—William Mason.

1659. What was your rank on board the "Annie Jane"?—Captain.

1660. How long have you been in the merchant service?—Thirty-six years.

1661. What is the number of your certificate?—51,385.

1662. Is it a certificate of competency or of service?—A certificate of service.

1663. When did you join the "Annie Jane"?—Six weeks before she sailed.

1664. Was her cargo on board when you joined?—No; she was in the graving dock.

1665. Of what did the cargo consist?—Chiefly of iron, copper, machinery, and ropes.

1666. How many tons did she take in?—About 1050 tons.

1667. Where was the iron stowed?—On the floor there was dunnage the whole length of the ship fourteen inches thick. Bar iron was on the dunnage, laid open to raise it high up. On the bar iron was railway iron from foremast to mainmast. On railway iron was machinery and oakum to stow it. In the centre of main hatch was a boiler and several anchors and chains; and these, with ropes, reached the deck. There were 400 tons of iron, rope, and soap, with some heavy machinery stowed in the 'tween decks, between the foremast and mainmast, full to the deck. Aft the mainmast the space was appropriated to passengers, and in the after hold there was about twenty-five tons of carriage springs, and fifty tons of Canada plates, and a quantity of pig iron, perhaps fifty tons; then two tiers of water casks, and the passengers' provisions.

1668. What was before the foremast?—Four chain cables, under the coals, with the water casks.

1669. What was the draft of water?—Twenty and a half feet aft, and nineteen feet two inches forward, the first time; and nineteen feet three inches fore and aft the second time.

1670. Have you ever been in a vessel before that carried iron?—Many times, in far greater quantities, but vessels of less tonnage.

1671. Have you any rules for stowage of iron?—Yes; pigeon-court it to raise it as much as possible, to keep the ship easy.

1672. Did you see that this was done in the case of the "Annie Jane"?—Yes.

1673. What control have you over the stevedore?—If he does not stow it to our satisfaction, we make him alter it at his own expense.

1674. Have you ever commanded an emigrant ship before?—Many times; once for Government, from Calcutta to Jamaica.

1675. Relate what took place from when you first left Liverpool?—I left Liverpool on the 24th of August. I passed the Rachlin Island on the next day, at twelve o'clock; and on the 26th, about noon, being squally at the time, the three topmasts and mizenmast head went over the side, the wind N.E. I cleared away the wreck, and bore to the South Channel, and arrived at Liverpool on the 31st, in the evening, after being seven days out. The ship was refitted, and I shifted about 100 tons of the Canada plates and pig iron to the 'tween decks from the after hold, and put light freight in its place, from the 'tween decks, to ease the ship.

1676. How do you account for the masts going?—By the violent rolling of the ship.

1677. Whose watch was it?—Mr. Bell's, the chief mate. The masts went to leeward. I was on deck at the time.

1678. What sail had you set?—Two top gallant-sails and three whole topsails, all the sails except the royals, the royal yards having been sent down on deck about an hour before, to ease the ship.

1679. After the ship had been repaired, relate what took place?—Sailed again on the 9th September, and again steered through the North Channel, wind S.S.E. Everything was favourable until the morning of the 12th, when, running under double-reefed topsails about half-past 11 p.m. the foreyard broke in the slings. I was on deck at the time; the ship was rolling very heavily, and the foremast head went close by the rigging, and also the head of the bowsprit. We were then steering W.N.W.; we hauled to wind, wind shifted to south-west, and blew so heavily for two days as to prevent us from doing anything; the ship laboured much, and the upper or main deck was constantly full of water; we were then under two close-reefed topsails. At this time the passengers came to request me to go back. I told them it was impossible to do so. There was some altercation, and I heard some one say that he would take the ship from me. I said that I would blow the first man's brains out who attempted to. I then told the passengers in reply to their urgent entreaties, that I would go to the nearest port, which satisfied them partly. We were in about latitude 56° N., and longitude 11° W.

On the 18th we set a crossjack on main-top sailyard for a foresail, and wore round, got

*William Mason.*4th Nov. 1853.

two staysails between mainmast and foremast, and set the jib and fore-staysail. This was three days after the passengers requested me to return. I could not return till I got these sails up. The wind was then north-west, and I steered a southerly course, making for Londonderry. Shortly after the wind shifted to south-west, and I turned the ship head to windward, to keep her off the land.

On the 19th it came on to blow hard again from south-west. The main-topsail-sheet broke; the men said no person could get up aloft. I toldt hem to follow me, and climbed up to furl the sail. On coming down I fancied the step of the mainmast had given way, as the rigging slackened so much, and the apron showed that the mast had sunk. I called the attention of the carpenter to it, and found it had sunk. We girted in the rigging, the ship rolling very heavy. The same night the foreyard gave way, and was lost with the sail, and the life-boat was washed away from to leeward, carrying with it the davits.

The mainyard, main-topmast, and mainmast head also went over in consequence of the rigging drawing the chain-plates. The ship rolling heavily, we could not stand to do anything. We laid to in about latitude  $58^{\circ}$  and longitude  $9^{\circ}$  west, the wind at the time blowing a hurricane. We were driving north, and saw no land. It came on then to be more moderate, and on the 22d we bent a topgallant-sail on a topgallant-mast spar for a foresail. About this time a sea struck the ship and broke the spare lower-yard on the deck in three pieces, and set the chains on deck, one of which got through the bulwarks and over the gunwale, and unshackled the cable and let it go overboard: about seventy-five fathoms of it was thus lost. One man had his leg broken in trying to secure it. After this the wind moderated and blew northerly. On the 24th September, we set jib, foresail (was a topgallant-sail), two jibs between fore and mainmast, topmast-studdingsail set for a mainsail, a mizen-topsail and a mizen. We were able to carry these sails, and went at the rate of five knots an hour until the morning of the 28th, the wind during this time being N.W.

On the morning of the 28th at 10 o'clock we saw St. Kilda's bearing E. by N., about fifteen miles distant. About noon the wind shifted to W.S.W.; we then steered south. At 2 o'clock p.m. we saw Barra Head south about ten miles; the wind freshened to a gale, until foresail, staysail, and close-reefed mizen-topsail were the only sails set. The wind now blew a hurricane, and at 10 p.m. the light bore S.S.W.

We wore round to gain a sandy bay which I had in sight, in order that I might run the ship ashore to save as many lives as possible. When clear of the rocks at the north entrance, I ran the ship into the bay. I sent the chief mate below to get at the axes and to see the bulkheads knocked down, for the purpose of giving the passengers a free passage through the companion to the poop deck, and he did not come up again. The ship struck and broached to to port, and the sea washed over her and carried away the house before the mainmast, the long-boat, and about 100 of the passengers, and the same sea washed away the other boats. These other boats were situated on the poop.

I jumped below to try to get the passengers to come on deck, and found the cabins filling with water and the passengers in great confusion clinging to each other. I advised them to get to the skylight to save themselves; some of the women taking my advice got through the skylight on to the poop. I put my hand down to Captain Rose, and somebody else caught hold of it, who I pulled up. I then put my hand down again, and called to Captain Rose, but he did not answer, and he and his family were drowned, with the first mate and the passengers that I could not persuade to come on deck. I then got back as soon as I could to save my life, which I succeeded in doing by hanging on to the combings of the skylight for seven hours.

Next morning the wind was more moderate and the wreck was washed higher up on the beach. Carts came and fetched the women, and the men jumped into the surf and walked ashore.

---

*Wednesday, 14th December.*

Examination of Mr. WILLIAM MASON resumed.

*William Mason.*14th Dec. 1853.

1680. Why would not the crew go up to take the sail in when the sheet broke?—I suppose they were afraid.

1681. How do you account for such a succession of accidents as appear to have happened on board your ship?—Through the heavy gales, heavy seas, and violent labouring of the ship.

1682. How do you account for not getting up your jury-masts sooner during the three day's fine weather after you bore up?—I got everything up that it was possible to get up and set everything that it was possible to set.

1683. What spare spars had you when you sailed?—A lower-yard, topsail-yard, two topgallant-yards, two long top-gallant masts, two topmasts and a sufficient quantity of studding sail-booms.

1684. It appears that no effort was made to save any of the spars after they were carried away, but that they were all cut away, was this so?—It was impossible to save them and they were cut away to prevent damage to the ship. At daylight we discovered several planks

outside of the topgallant-forecastle were stove in by the wreck, and the water was making a free passage down between the timbers. After pumping for four hours I sounded the pumps and found four feet of water in the ship. I sent the carpenter to nail planks and canvass over the broken parts and soon got the ship pumped out dry.

1685. Why were not the chain cables in the lockers?—We had no lockers.

1686. How were your cables clenched?—I had spars lashed along the decks and the cables lashed to the spars. The spars broke and the cables got adrift, the lee cable broke through the bulwark and broke a man's leg.

1687. It is stated in evidence that you might have returned sooner to Liverpool, what have you to say to that?—I could not come back against the wind.

1688. How many water-closets had you?—Six.

1689. It is stated in the evidence also, that after the topmast went one of the closets was damaged, and the captain ordered the rest to be done away with; have you any remark to make on this subject?—I never ordered them to be knocked away, but they were carried away by the sea.

1690. It is further stated in the evidence that the ship was in a very filthy state below; was this so?—I appointed the boatswain to serve out the provisions and to look after the passengers, and it was also the surgeon's business to see the 'tween decks kept clean.

1691. Whom did you appoint to serve out the provisions on the first occasion?—The second mate.

1692. What means had he of serving them out?—He had scales and measures.

1693. From whence arose the complaint of the passengers on the part of the provisions not being served out?—There was an appointed hour till which the passengers might go to the second mate for their provisions, and if they did not go up to that hour they were warned that they would have to wait until the following day. The hours for serving out provisions were from six a.m. to noon.

1694. Had you any complaints from the passengers on that occasion that they did not get the provisions?—No; I never heard a single complaint until I got to Liverpool.

1695. How was it that the passengers were without water for twenty-four hours?—I did not hear any complaint.

1696. Did you make any inquiry whether they had their water and provisions?—Yes, very frequently.

1697. There appears from the evidence to have been a great want of attention on your part, in not seeing that the passengers had their provisions and water; how was that?—I gave strict orders to the officers to attend to the comforts of the passengers, and to see that they had proper water and provisions.

1698. What means had you of fixing the ship's position?—I had three chronometers and a sextant; I took the observations and worked them myself.

*Friday, December 16th.*

Examination of Mr. WILLIAM MASON resumed.

1699. What was your practice when at sea, with respect to the 'tween decks and the comfort of the passengers?—First thing in the morning it was to send the surgeon by six o'clock to turn the passengers out of their berths; in case of their refusing to get out, the surgeon fumigated the lower deck with sulphur, and sometimes with tar. I directed certain officers of the ship to attend to the lower deck, to dry scrape it and to keep it clean. The passengers were allowed to go on the poop while the lower deck was being cleaned.

1700. Did you ever see that these orders were carried out?—I did. I often went down to the lower deck, and frequently had occasion to find fault with the passengers for not keeping the place clean, after it had been cleaned in the morning.

1701. It has been stated in evidence that you would have sooner returned the second time had it not been for the advice of Captain Rose, was this so?—Captain Rose did not advise me not to return; I put back as soon as the ship was in a fit state to come near the land.

1702. If you had had a better crew do you think that you would sooner have been in a fit state to return?—No; it was impossible to work on deck except at the times we were working, without endangering the lives of the men.

1703. You say that you have commanded ships, before the present instance, which carried iron; if so what was your practice in stowing it?—In the Stockholm trade, where my experience has chiefly been, the practice is to floor the ship with deals to the height of the keelson, and then to commence to lay the iron open diagonally, first one way and then the other, carrying about eighteen inches width of deals along the wings on both sides of the ship up to the deck, and stowing the iron up against it, and to balk the ship in the 'tween decks, about twenty feet on each end, and then carrying the iron up to the upper deck. I have always found the ships to be very easy by doing so.

1704. Was this done in the case of the "Annie Jane"?—No; it is not the practice at Liverpool, and it would be impossible with a mixed cargo to do so.

1705. Do you consider an iron cargo to be a safe one to carry with passengers?—Not when the iron is in large quantities, as it makes the ship labour, and cannot be carried high

*William Mason.*

14th Dec. 1853.

*William Mason.*

16th Dec. 1853.



*William Mason.*  
 16th Dec. 1853.

on account of the space being required for the passengers, and there is great danger to the lives of all on board in case of the ship's springing a leak. Besides which, without deals in the wings of the hold, the iron cannot be carried sufficiently high to make her easy.

1706. In taking an iron cargo at Liverpool, can you arrange the stowage of it according to what you conceive would be essential to make the ship easy at sea?—It sometimes happens that the cargo which I engage to have first does not come down to appointment, and I am obliged to take other goods that are ready. The ship is advertised to sail on a given day and she must go. The brokers insist upon your taking what there is, and I have sometimes had occasion to remonstrate against the ship being overloaded, and have threatened to leave if it was not remedied. The "Admittance" was obliged to put back to Londonderry, leaky, while I was on my outward passage, to discharge some of her iron, being too deeply laden.

1707. Have you not some control over the stowage, so as to urge upon the broker what you conceive to be right and beneficial to the ship?—I must do the best I can with the cargo as it comes down. I am told that the ship must go on such a day, and if I do not do the best I can to get the cargo in by that time, I may perhaps be thrown out of employment in consequence.

1708. Do you not think that such a practice should be remedied?—I do; and I believe it to be the opinion of all captains that I am acquainted with, especially in passenger ships.

1709. What would you suggest as a remedy?—I would suggest that an officer be licensed to superintend the stowage of such ships, so as to regulate the disposal of iron and all heavy goods, and more especially in the case of passenger ships.

1710. Are not the fittings of ships which take passengers generally of a very temporary kind?—Yes; and they frequently come down with the rolling of the ship after being a few days at sea, and I would recommend the adoption of the plan carried out in American ships, of having iron bedsteads suspended from the beams, both for ventilation, and cleanliness, and security. The water-closets also should be of a more permanent character, and those for the women built solid, either upon the lower or upper deck. It is quite distressing to see the women at sea endeavouring to make use of the water-closets usually provided, at times getting drenched with the sea rather than be exposed to the crew, and frequently making use of the lower deck as an alternative.

1711. Have you anything further to say?—Nothing.

[Mr. Mason here handed in several translations of documents signed by different parties, passengers by the "Annie Jane," speaking of his conduct throughout as praiseworthy, and also one from Messrs. Holderness and Chilton, the owners of the late "Annie Jane," giving him a good character for eleven years.]

"The above evidence having been read over to me, I declare the same to be true, to the best of my belief,

"Witness, THOS. GRAY,

"WM. MASON."

"This 15th December 1853.

"As cabin passengers on board of the 'Annie Jane,' we make the following declaration regarding the conduct of the captain, which has been grossly slandered:

"We hereby declare that all that has been published in the papers against Captain Mason's conduct is false. Being more frequently in his company than the steerage passengers, we have but to praise him for his conduct towards us, and he always behaved very kindly to all the passengers. We were full of confidence in his ability, seeing that he discharged his duties conscientiously, and with perfect presence of mind. As regards what has been said of his conduct on the day of the wreck it is a calumny. Never, we may say it before God, we saw him behaving more courageously and attending better to his duties. From the moment we sighted the land he was almost constantly on deck, and when obliged to rest Captain Rose took his place; both made frequent observations to know our position.

"We may certify that Captain Mason did all in his power, at the risk of his own life, to save as many passengers as possible; he was cool in the danger, commanding till the last moment, and the misfortune cannot be attributed either to the ship, which was new and strongly built, nor to the way in which it was manned, but only to the succession of bad weather we experienced.

(Signed)

"F. LAMMERTS VAN BUEREN,

"J. FCOIS. CORNU,

"MARC AMI.

"Liverpool, 25th October 1853.

"I certify this to be a correct translation of the French letter.

"A. SOTRYNO."

"Being a cabin passenger on board of the 'Annie Jane,' Captain Mason, bound to Quebec, I hereby declare that I have had no fault to find either with the captain, who at all times behaved kindly towards me and towards the other cabin and steerage passengers as



far as I have seen; that he at all times was perfectly sober, as well as the other officers; that the provisions on board were good and abundant; and that the ship, which was quite new, was in every respect well found, and our misfortune of being wrecked is only attributable to a succession of storms, which dismasted the vessel and rendered her unmanageable.

"Liverpool, 25th October 1853.

"JNO. MORGAN."

*William Mason,*

16th Dec. 1853.

"Captain Wm. Mason,

"Dear Sir,—In accordance with your request we certify below the time you have been in our service as master of ships, but I cannot, without sending to Hull, find out how long you may have served in that employ as mate; all those accounts are kept in Hull.

"1842 as master of the 'Good Intent,' about 680 tons, and afterwards in the following ships, all of larger tonnage: 'Bolton Abbey,' 'Warren Hastings,' 'Lady Constable,' 'Hercyna,' and 'Annie Jane,' making a continuous service of between eleven and twelve years; and your conduct has been such as to meet our approbation on all points, and with the underwriters you were well and favourably known.

Your most obedient servants,

Liverpool, 12th December, 1853.

HOLDERNESS & CHILTON.

At Glasgow, the thirty-first day of October, eighteen hundred and fifty-three years.

Declaration of ANGUS MATHIESON, one of the passengers on board of the "Annie Jane" when that vessel was wrecked upon the island of Barra, upon the morning of the 29th day of September last. Declares that he is a blacksmith by trade, and engaged a steerage passage in the said vessel; but finding the vessel overcrowded in the steerage, he paid an additional five shillings, and thereby secured a berth in the poop of said vessel. Declares that the said vessel started from the port of Liverpool upon the 24th day of August last, being an emigrant ship, bound for the port of Quebec in America; that the declarant cannot exactly specify the number of emigrants that were on board, but there were upwards of four hundred, although perhaps not quite five hundred. They consisted of men, women, and children; that besides the emigrants, there were thirty or thirty-two seamen aboard; that so far as the declarant is aware, the cargo of the ship consisted chiefly of pig-iron, iron rails, and soap, besides the goods and luggage of the emigrants, and the ship appeared to be deeply loaded. That after proceeding to sea the ship, during three or four days, encountered exceedingly rough and stormy weather, in the course of which, and when about clear of the Irish Channel, she was totally dismasted—that is to say, she lost her *three topmasts*; and upon sustaining this loss the captain put about ship, and again made for the port of Liverpool, which he reached without sustaining any farther damage; that in the course of a week, or thereby, the captain got all damages repaired, and the ship again put to sea; that they again experienced tempestuous weather, and the ship had scarcely reached the same point in the Irish Channel which she had formerly weathered when she again lost her foretopmast, maintopmast, and jib-boom; that the weather at this time was very tempestuous and coarse, but the captain still stood on; that some days afterwards the ship was labouring very heavily, and the passengers apprehending serious danger had a meeting amongst themselves, at which it was resolved to petition the captain again to make for a port, and a petition was accordingly drawn up and presented to him; but in place of reading or paying any attention to it, he pitched it overboard, observing "that they (the passengers) had got him to put about upon the former occasion, but that he would have satisfaction out of them the second time." It was a person of the name of Ross, from Glasgow, a cabinet maker, who drew up the petition and presented it in name of the emigrants to the captain. He was drowned at the loss of the ship. That the captain accordingly stood on his course for Quebec, notwithstanding the state of the ship and the remonstrances of the passengers; that in this half dismasted state the ship was tossed about upon the west coast of Scotland, and making but little head way for about three weeks; that upon the evening of the 28th, and morning of the 29th of September last, the ship had made the island of Barra; that the ship was unable to carry any canvass, and was then driving under *bare poles*, before a furious wind and tide, upon the west side of the said island of Barra; that the captain wished to clear the light-house upon the south side of the island, but upon nearing it he found he could not do so, and he then endeavoured to put about the ship to the westward, but she had become quite unmanageable and would not stir; that the ship was then cast or forced into a sort of bay upon the island, and shortly after dashed upon the rocks, the sea at the time violently beating upon the coast and rocks upon which the ship had been cast; that in the course of an hour or thereby after the ship was cast upon the rocks, she was dashed in a thousand pieces; that at this time, being between twelve and one o'clock, it was quite dark, and the boats had been previously washed on shore from the wreck, and dashed to pieces; that at this time there were no means of preserving life for the passengers and crew, but by clinging to such pieces of the wreck as chance cast in their way; that the declarant and several others were fortunate enough to

*A. Mathieson.*

A. Mathieson.

get upon a part of the cabin deck, where, with much difficulty, they contrived to maintain their hold, clinging to the wreck and to one another, for a space of from four to five hours; that being drenched with sea water, they suffered excessively from the cold; that when the ship was first driven upon the rocks, it was about full or high tide, and after the tide was at ebb and had subsided, the declarant and the others that were fortunate enough to get upon the pieces of the wreck, were enabled to wade to the shore, and thus made the land; that out of the whole passengers and crew, there were only one hundred and two persons saved, the captain being one of those saved, and the whole ship and cargo were lost; that upon reaching the coast, the survivors were met by a man of the name of M'Lellan, a brother of a farmer upon the coast of that name, who, upon seeing their forlorn condition, and some of them making search for such of their property as might have been washed ashore, kindly invited them to his brother's house, and where they accordingly went and were kindly entertained and much refreshed by receiving some warm milk and other food. That in the declarant's opinion, and in the opinion of the other passengers with whom he talked upon the subject, it would have been quite practicable for the captain to have put about the ship, and made the main land or west coast of Scotland, provided he had done so in time and after receiving said petition, and before it became impossible for him to clear the island of Barra. The captain, however, was quite obstinate in his refusal to return. That there were a great many of the drowned emigrants washed ashore the first and second day after the wreck. These were searched for and collected, and afterwards interred by Mr. M'Lellan and those employed by him, but the declarant cannot condescend upon the precise number that was so found and interred; that the declarant was about fourteen days upon the island, when he and about forty others obtained a passage in a smack, (the name of which he does not remember) which sails between Barra and Tobermory, to the latter place, and from thence in the steam vessel "Islay," to Glasgow, where he arrived about fourteen days ago; that the declarant and the whole of the others saved from the wreck, lost everything that they had, with the exception alone of the trifling clothes which they chanced to have upon their persons at the time of the wreck; that the captain of the ship engaged the smack to convey the declarant and the others from the island of Barra to Tobermory, and they also received a pass from the agent for the Shipwrecked Seaman's Society upon the island of Barra to Tobermory, and from the agent at Tobermory to Glasgow by the steam boat; that the declarant left the captain, mate, the doctor, first and second steward, whose names he does not recollect, and several cabin and other passengers upon the island when he came away. And all this he declares to be truth.

A. Brooks.

ABRAHAM BROOKS, Joiner, Whiteinch, one of the parties engaged to work at the Quebec Railway, and was a passenger on board of the "Annie Jane" when she sailed from Liverpool upon the 24th day of August last. Having a fair wind she made rapid progress till the 26th, when she encountered a very heavy gale which dismasted the ship. The passengers seeing the disabled state of the ship petitioned the captain to return to Liverpool, which he did, and arrived upon the 2d September. Considering the insufficient supply of provisions and other grievances, a number of the passengers proposed returning home provided they would get their passage money returned to them. Two of the passengers, namely William Henry and Thomas Thomas, succeeded in obtaining their passage money, but the others being unsuccessful returned home without it. After the ship had been under repair for a week, she proceeded again to sea upon the 9th of September. In consequence of not having succeeded in obtaining their passage money the greater part of the passengers returned and proceeded with the ship the second time. After being towed out a considerable distance the tug left the ship, and all seemed to go on well for about three days, running, as the sailors informed me, at the rate of from ten to twelve knots per hour. On the fourth day it commenced to blow fresh which ended in a complete gale, which carried away the foremast and yard, and main-topgallant mast. The storm again abated. Seeing the state of the ship the passengers now thought of presenting a petition to the captain to return back, but they thought it prudent first to consult the chief mate. Upon doing so, he said it was not his business to advise us, his words being, "I do not regard my life more than any other man, but from the state the ship is in she will never arrive at Quebec, and if her mainmast goes, she is not worth a penny. If I had had the command of the ship she would not have lost a mast."

That Robert Murray, a joiner on board, and myself, were requested by the passengers to draw up a petition to the captain, which we did, and which was something to the following effect—"We the passengers by the 'Annie Jane' humbly request the captain, considering the disabled state of the ship, to return back to Liverpool, and we will consent to forfeit all claim to passage money." The passengers, with the exception of three or four, signed their names to this petition, and a joiner of the name of Ross, a passenger, presented it to the captain. He took it with disdain and threw it overboard, remarking that "the passengers got their will the first time, but that he, Captain Massen, would have his now." In about half an hour afterwards he came into the poop amongst the passengers, telling them to keep their minds easy as he would "put into the first port."

Shortly afterwards we learned that the ship was put about and steering in a course for Liverpool, but in about twenty-four hours after this from the sailors' statements to us we

learned that the ship was again on her course to Quebec. Hearing this we went to Captain Massén, and spoke to him of the propriety of returning to Liverpool, when he said: "Do you know how to manage the ship better than I do? You had the satisfaction of turning back once, but I shall now have the satisfaction of carrying you forward." A passenger of the name of John Perry, a sawyer, from Liverpool, remarked that this would be but poor satisfaction; upon which the captain stated that he would shoot the first man that attempted to take the command of the ship from him; and Perry saying, *that* would only be one life lost; the captain replied that he would "serve the others with two ounces of lead in the same way."

Shortly after this another heavy gale commenced and the ship was now hove to; a heavy sea struck her starboard side, carrying away the binnacle and compass, and shortly afterwards the chief mate came to the passengers wishing them to form themselves into watches to man the pumps, as the ship was drawing a good deal of water, and they complied with this request. After getting up a main-yard the captain saw no other remedy than putting about a third time for Liverpool, and he said he would put into the nearest port. For three days we ran before the wind, when land was sighted on the lee bow, which was ascertained to be the island of Barra. The wind blew a perfect hurricane. We now sighted Barra Head light-house, and great effort was made to clear a reef of rocks which lay to seaward, and we were successful, but the captain seeing it impossible to clear the light-house, put into Veternith Bay. This occurred on the 28th day of September.

After running her into the bay the captain ordered the yards to be squared, which was accordingly done. Directly after this the ship grounded; this might be between 12 and 1 o'clock of the morning of the 29th September, and having had my spell at the pumps before this, I went to the poop door, and holding on by it, I saw that the forepart of the ship was rapidly giving way. My brother came behind me at this time and was desirous that we should get upon the poop deck; I remarked to him that it was almost impossible to stand upon the poop the breakers were so high, but to come farther aft as the ship was rapidly giving way forward. We accordingly proceeded aft till we were stopped by the bulkhead which separates the second cabin from the cabin. We stood there for about ten minutes; by this time a number of the passengers between decks were drowned by the sea rushing in upon them before they could get upon deck. Likewise about a hundred joiners and others who rushed to the poop deck, and clung to the boats which were lying with their bottoms upwards, were all swept overboard by a heavy sea which broke over them, with the exception of one young man of the name of Charles Smith, who clung to the mast. The passengers now rushed aft to the poop. At this critical period the lamp which hung at the centre of the poop went out, and left them in complete darkness. At this time some one handed me an axe, and, with the help of one of the ship's carpenters, I succeeded in breaking away the bulkhead, and getting through to the cabin. One of the passengers named Thomas Galbraith, in endeavouring to make his way from the poop to the cabin, was ordered back by the captain, and, refusing, he was "*throttled*" by him, but nevertheless made his way to the top of the poop. At this time my brother, another passenger, and myself, made our way through the companion, and clung to the poop, where we remained until about seven o'clock in the morning, at which time, it being ebb tide, we were enabled to wade ashore about breast deep. Of the whole passengers and crew, there were 102 passengers saved. And all this he declares to be truth.

Declaration of WILLIAM HENDRIE, one of the passengers on board of the "Annie Jane" on the first sailing of that vessel from Liverpool, and until her return there, when put about on the remonstrance of the passengers to the captain.

*William Hendrie.*

Declares: We took out our passage from Hamilton and Brothers, Glasgow, in the ship "Annie Jane," which was to sail from Liverpool on the 19th of August, being told by the agents that she was a fine ship, and new, and had good accommodation. We left Glasgow on the 17th of August, and arrived in Liverpool on the 18th, being Thursday night. We slept in the steamer that night, and got our chests next morning, and took them down to the ship, but was stopped, and told that we must get out our berths first, so that our chests had to lie two days and a night without cover; and we had to go to the agent's office on Saturday and force him down to the ship to give us our berths, but did not get him down without a good deal of trouble and abuse. Tuesday came, and we all expected to sail that day. The government inspector came aboard to inspect the ship, and we were all wearying to hear the result. We went down after being passed, and heard the inspector say to the agent or owner who was with him, that he would not pass the ship because it was shamefully fitted up. He came over the wards again, and said the berths and water-closets were shamefully fitted, and he would not pass the ship, so that we did not sail that day; and the joiners who came from Glasgow had to begin to the water-closets, and put on stronger hinges on the door, and give the conductors a little more drop, but there was nothing done to our berths. Wednesday morning came, and previous to the inspector coming on board, they commenced and arranged to wash the deck to blind the inspector, the same never being performed till the day before we arrived in Liverpool. The inspector came and made a superficial survey of about ten minutes, and passed the ship, so we sailed. Early on Friday morning she rolled fearfully, with no heavy sea, nor a heavy gale of wind;

*William Hendrie.* but towards night it freshened, and with one lurch the three masts went over the side. As night came on the rolling increased most fearfully, and we were all in darkness, and the chests flying from the one side to the other. The lower forehold hatchway, where the Glasgow joiners were, was covered with a few loose planks, which, when she lurched, all fell down in the lower forehold, that never was covered till the gale subsided, which left them in imminent danger of their lives. The majority of the crew being French Canadians, and not understanding English, left the ship that night in imminent danger, not understanding the orders the officers gave them, and could not be at hand when required. Some of the passengers spoke individually to the officers of the ship about bringing the ship back to Liverpool, but were treated with insolence and contempt, when a general meeting was called of the passengers who protested against proceeding farther on the voyage, and a petition was then made out with their names affixed, and handed to the captain, and so he returned.

On our arrival in Liverpool, after being ten days at sea, we went to the government inspector and stated our grievances, which we laid before him in writing, and craved inspection, when we were told to call next day and prove before the captain and owners. Next morning after assembling we appeared before them, and the government inspector asked the deputation individually what we had to say against the captain and owners? The first who answered was an engineer from Manchester, who said, "We are all used like pigs." The inspector thinking him too rude, said, "Plenty of that," and called upon another who replied by desiring them to read "the article of grievance placed before them on the previous day," as we still adhered to the same statement; but he declined complying with the request. He asked another who said, "We complain of the filthy and overcrowded state of the ship; and a great number having paid their berths in full, had no berths, but had to lie on the deck, or on the top of the chests." We mentioned a case of two young boys and a girl, brothers and sister, who had no berths; and when we examined the tickets, we found the number the same as a berth occupied by parties holding the same number, and on complaining to the officers of the ship, they said they had nothing to do with it. The government inspector said to him, "Do you expect to be as comfortable in a ship as at home?" and as regards the tickets having the same number he said "It was not right." The captain asked me what I had to say against him, and I said, seeing the dangerous position the passengers and ship were in with the loss of masts, how he did not return before the passengers petitioning him, and also how he did not accept the services of the Cork pilot when he offered them, or allow the pilot to go and send out a steam tug. The government inspector said "If I had been master in the ship, I would not have turned for you." I said again that the provisions were the principal matter in which we attempted to prove breach of contract; first, in not giving them by weight as per agreement. Secondly, we could prove having received one pound four ounces in lieu of ten pounds, for the last ten days, which we produced, and no flour being served out. The inspector answered, saying: "Do you think that this gentleman (pointing to Mr. Holderness), would try to cheat you of your provisions?" We said we did not care whether it was the intent to cheat or not, all that we wanted to prove was that we were cheated both in quantity and quality. We also said that we wanted our passage money back, or be provided with a better ship. The inspector said, "You appear to settle the matter yourself, but you must know that I come here to settle these matters, and you must submit to what I say." We said we were quite willing to submit to his decision if he would give us justice, but if he did not we would try it at the civil court; so he called one of the officials and turned the speaker out; so we told him we would publish his name in England, Scotland, and Ireland. So we ended with the government inspector. Besides what I have just stated, and which is the same as in my letter in the *North British Daily Mail* of 14th October 1853, I also reported to the government inspector the conduct of the second mate, who came down one night when drunk to the poop, and wished to fight with the passengers, using language which ought not to have been used before female passengers.

The government inspector stated that the second mate would not be allowed to sail again with the vessel; but notwithstanding this he did, I believe, sail with her when she again sailed from Liverpool.

I have farther to state in terms of my letter in the *North British Daily Mail* of the 19th October 1853, that, having been called upon by a number of friends of passengers who lost their lives, to explain why the other passengers did not follow up the resolutions stated to the government inspector to appeal to the county court if he did not do them justice, I made the following statement in said letter, in answer to their inquiries, and still adhere to this statement.—

In the first place we went to a solicitor on Monday, the 5th of September, after having been to the government inspector on the Friday and Saturday previous, and could receive no redress from him. The solicitor told us to call back on Tuesday, and he took down a statement of our grievances in writing, after which we inquired whether he thought he could recover our passage monies, and he said there was not the smallest doubt of that; at the same time he required two sovereigns to commence with, and other two if he recovered the whole of the passage monies of the subscribers. We therefore commenced immediately, and got as many subscribers amongst the passengers as raised the money, and went with it to him that same day and paid it to him. He told us to call next morning at the court-house, as he would have the government inspector and the owner, Mr. Holderness, summoned there, when he would have an opportunity of proving our

case before them. We accordingly met at the court-house next morning, being Wednesday. Mr. Owen, the solicitor, accordingly read over the statement of our grievances, which was as follows: That instead of 10 lbs. of oatmeal we received only 1 lb. 4 oz., and no flour or salt whatever. The owner never denied the above statement, but said to me, "You received 2s. yesterday as compensation for provisions not given you according to agreement, as all the other passengers had received the same sum, and were well pleased." I said I never received 2s. yesterday, nor would I take it on any account: and that, as they had broken the agreement, we wanted our passage money back. Mr. Owen, the solicitor, then read over the Act of Parliament regarding the not serving out the full quantity of provisions on board of emigrant ships to the emigrants, the penalty of which is, for each individual emigrant defrauded or cheated of their provisions, each offence from 5*l.* to 50*l.* Mr. Holderness said, "These fellows want to stop our ship." I said we were not fellows; we had as good characters as he had. He said, "We will give these two men their money back, if they will give up their tickets." I said that I had no more right to my money than the other subscribers which had signed this subscription sheet, as I had no more to complain of than the rest of the subscribers. I was thereupon ordered by the Government inspector to hold my peace, as they could not reason with me at all. Mr. Holderness then said, "The reason why these men did not get their provisions served out is, that they could not be got out of their beds before twelve o'clock." I said that I was quite willing to submit to the doctor's evidence on that point, as he could prove that we were all out of bed at half-past six o'clock. However, Mr. Holderness said that he would come between the captain and all damages, so that the vessel might sail on the morrow. So it was settled that only two of us, Thomas Thomas and myself, were to get our passage money back. The case, therefore, was accordingly dismissed, and we went back to Mr. Owen, the solicitor, and asked him what was the reason that the other subscribers were not receiving their passage money as well as we, as he had shewn by the Act of Parliament that they had as good right to it as we two—every one having been defrauded alike. Mr. Owen said that he could do no more till we gave him other two sovereigns; and assured us that we would recover all the subscribers' passage money; so we subscribed again, and raised and gave him other two sovereigns. Then he said he would summon the inspector and owners up again; but although Mr. Owen was to get the thing settled each day for the space of eight days, the excuse always was, that the Government inspector could not be got to lay in the claims. At last it was taken before a magistrate, and he dismissed the case, as the Government inspector had awarded the handsome sum of 2*s.* for each passenger, as a remuneration for the manner in which they had been cheated out of their berths and provisions. Now, sir, the Government inspector told me on the Saturday that he was the sole man for settling those matters; when a solicitor in Liverpool said he could recover the whole for the sum of two sovereigns, if the Government inspector had laid in the claims; and in the name of wonder, how does it happen that, when poor people are driven back shipwrecked, and their contracts have been broken by owners, and they have nothing but starvation before them—and that, too, in the face of a Government inspector, with the Act of Parliament in his hand—I ask, where is justice to be found, when the man who is commissioned by Government and paid by the public to see justice done to all, cannot let a man speak the truth, but he will order one of his officers to put him out of his presence.

William Hendrie.

I have in my possession the original petition which was presented to the Mayor of Liverpool, when the "Annie Jane" returned to Liverpool, by the emigrants, craving his interference in their behalf, and also the draft in pencil of the petition presented to the Government inspector upon that occasion.

4.—Names of Vessels which have put into the Port of Liverpool with Emigrants on Board, whether English or Foreigners, between the 30th of September, 1852, and 30th September, 1853, with the Cause of their putting into Port, and the Nature of the Cargo.

Name.	Cause of Return.	Cargo.
Clara Holmes -	Loss of spars - - -	Coals, iron, salt, &c.
Brewer - - -	Leaky - - - - -	Iron, salt, soda, ash, &c.
Ebba Brahe - -	Leaky - - - - -	Salt.
City of Glasgow -	Collision - - - -	Bale goods.
Shannon - - -	Leaky - - - - -	Iron, coals, and bale goods.
Daniel Webster -	Leaky and loss of spars having been in collision.	Iron, coals, and bale goods.
Annie Jane - - -	Loss of topmasts - -	Iron, tea, soap, and bale goods.
Martaban - - -	Leaky - - - - -	Iron and British bale goods.
Isaac Wright - -	Leaky, having struck on a rock off Cape Clear -	Iron, bale goods, earthenware, &c.

7th January 1854.

RICHARD POTBURY, Inspector of the River.  
K

LIST of EMIGRANT SHIPS from the PORT of LIVERPOOL, to which ACCIDENTS have happened, as nearly as can be ascertained, during the year 1852.

- "Harvard." Cleared on the 2d January, 1852, with 188 passengers, equal to 167½ statute adults, for New York, and returned on the 8th January, having sprung a leak.
- "Garrick." Cleared 15th January, with 389 passengers, equal to 349 adults. Returned same month, with loss of sails and part of running rigging. Refitted and proceeded on her voyage to New York.
- "Chimera." With 261 souls (emigrants), equal to 210 statute adults, cleared on the 23d January. Sustained considerable damage by coming in contact with another ship in the Irish Channel. Put back for repairs. Passengers transferred to the "Charles Saunders."
- "Osborne." Cleared 15th March, with 217 emigrants, equal to 179½ adult passengers. Put back leaky and repaired. Proceeded to New Orleans.
- "New York." With 366 souls, equal to 316 adult passengers. Having put into Holyhead on or about 18th March, tailed on the rocks and sustained considerable damage. Returned to Liverpool to repair. Passengers proceeded to New York in other ships.
- "Rip Van Winkle." Cleared for New York on the 18th March, with 493 souls, equal to 436½ adult passengers. Arrived at her destined port with her cutwater carried away. Whilst lying to, her decks were swept by the sea of long boat, spare spars, hatches, &c., her bulwarks stove, and mainmast sprung.
- "Isaac Wright." Cleared on 18th May for New York, with 518 emigrants, equal to 432 adults. Arrived out with the loss of some of the smaller spars, starboard quarter damaged, wheel-house stove, having been in collision with another vessel.
- "Robena." Cleared 24th May, for Baltimore, with 335 souls, equal to 290 adults. Had a long and rough passage; got into the ice, and sustained some damage. Passengers got to their destination.
- "Bhurt pore." Cleared for New Orleans on the 15th September. Was totally wrecked on the Blackwater Bank. Crew and passengers saved; the latter, 378 souls, equal to 318 adults, mostly returned to Liverpool, and, after being recruited, proceeded to the United States in other ships.
- "Mobile." Not under the Act. Totally lost. A few of the passengers and crew saved. This took place also off Wexford on 29th September. Ship bound for New Orleans.
- "Constantine." Cleared 15th September, with 597 souls, equal to 513½ adults, for New York. Whilst detained in the Mersey by bad weather, had to return into dock, a brig having drifted foul of her, carrying away the "Constantine's" bowsprit, and damaging her counter. Passengers transferred to other ships.
- "Clara Holmes." Cleared for New York on 28th October, with 270 Passengers, equal to 224 adults. Put back with loss of sails and topmasts. Passengers transferred. This vessel sailed again on 3d December, put into Queenstown with loss of sails, and mainmast sprung, having on board 309 Emigrants, equal to 256½ statute adults.
- "Intrepid." Cleared 10th November, with 255 souls, equal to 215 adults. Experienced very heavy weather; put into Cork in a leaky state, having thrown part of her cargo overboard. Bound to New York.
- "Antarctic." Cleared 19th November, for New York, with 482 souls, equal to 403 adults. Returned to Liverpool seriously damaged, having been on the Blackwater Bank. Passengers transferred.
- "Ebba Brahe." Not under the Act. Sailed 24th November, with 28 adults, for Mobile. Returned in consequence of a collision off Holyhead. Sailed again in December: got dismasted in a hurricane in the Irish Channel, and again returned into port.
- "St. George." Cleared for New York, with 124 souls, equal to 107 adults, on 24th December. Took fire in the hold; heavy weather. Eight persons are said to have been suffocated, fifteen drowned, and twenty-eight women and children who refused to leave the vessel, perished. Lat. 46° 12' N., Long. 25° 30' W. The "Orlando" received and landed those saved at Havre, and thence to New York.
- "Africa." Cleared for Melbourne on 3d December, having on board 470 passengers, equal to 415½ adults, experienced tremendous gales in the Bay of Biscay, which swept her decks. She lost her fore-topmast, and put into Lisbon for repairs, after effecting which she proceeded on her voyage.
- "Brewer." Cleared 9th December for New York, with 37 souls, equal to 28 adults. Returned into port leaky.

LIST of EMIGRANT SHIPS from the PORT of LIVERPOOL to which ACCIDENTS have happened, as nearly as can be ascertained, during the Year 1853.

Liverpool Telegraph, 9th February 1853.

Boston, 25th January.—"Saranak" at Philadelphia, from Liverpool. Had very heavy weather from the westward during the passage.—Dec. 27th, in lat. 59° 57', long. 38°. While hove to in a heavy gale, shipped a sea which stove in the starboard bulwarks, broke stanchions, main rail, &c. Passengers all well.

Liverpool Telegraph, 15th March 1853.

Halifax, March 3rd.—The American ship "Manchester," from Liverpool to New York, was towed into this port 28th February, and will have to refit,—having been dismasted in a S.E. gale, 20th February. A portion of her passengers had been previously taken off by the "Shannon," bound to New York.

Liverpool Telegraph, 24th March 1853.

"Sarah G. Hyde," from Liverpool to Philadelphia, 4th inst. Reports 21st ult., lat. 40° 22', long. 64° 19', in a gale from W.S.W., lost fore-topsail and fore-topmast staysail, shipped a sea over her stern, and stove cabin windows, and nearly filled the cabin with water. Lost a man overboard.

Liverpool Telegraph, 2d April 1853.

The emigrant ship "Ebba Brahe," which left this port for Australia on Thursday afternoon, got on shore on the East Mouse, near Amlwich, where she remained about four hours, when she floated and returned to this port last evening. The passengers and crew are all safe. The vessel is making a little water. Passengers forwarded by other ships.

Liverpool Telegraph, 5th April 1853.

Madeira, March 22nd.—The "Antelope" S. S. from Liverpool to Australia, has broken down, air-pump bucket smashed, and air-pump rod bent.

Liverpool Telegraph, 30th May 1853.

New York, May 17th.—The ship "William and Mary," from Liverpool to New Orleans, struck on a sunken rock north of the Great Isaacs, on the evening of the 3rd inst., and sunk next morning. Passengers forwarded to their destination by the Governor of the Bahamas.

Liverpool Telegraph, 1st September 1853.

"Annie Jane" ship, at 1-30, p.m.; putting back with loss of her three topmasts and mizen-topmast head.

Liverpool Telegraph, 8th September 1853.

The "Martaban," for Melbourne, was ashore on the Arklow Bank, has put back to this port. After getting off the bank she made about six inches of water per hour; but since returning to the Mersey, it is reduced to about two inches. Proceeded on her voyage 6th Oct. 1853, after being docked and refitted.

Liverpool Telegraph, 27th September 1853.

The "Joseph Walker," for New York, and the "Neva," for New Orleans, dragged their anchors in the height of the gale of the 25th, and went ashore at the entrance of Sandon Dock Basin. Passengers forwarded by other ships. The "Joseph Walker" proceeded on 2nd Nov., after being docked and refitted.

Liverpool Telegraph, 5th October 1853.

The ship "Isaac Wright," sailed 20th September, with 600 passengers on board, struck on a rock to the north west of Cape Clear, returned to port on the 4th October, making a great deal of water. Correct number, 523. Passengers forwarded by other ships.

Liverpool Telegraph, 8th October 1853.

The "Annie Jane" left this port with passengers for Quebec, on 9th September, and was spoken thirty hours afterwards off the N.W. coast of Ireland. During the late violent gales she was dismasted, and driven on the Island of Barra on the night of the 28th ult., and upwards of 300\* of her passengers and crew were drowned.

\* Embarked.

Saved.

337 steerage

60 steerage

14 cabin

4 cabin

41 crew

37 crew

392 embarked

101 saved

101 saved

291 drowned

L



Port, }  
Cork. }

A RETURN of VESSELS that put into this PORT with EMIGRANTS on board between the  
30th of September, 1852, and 30th of September, 1853.

Date.	Vessel's Name.	From.	English or Foreign. Emigrants.	Bound.	Cargo.	Cause of putting into this Port.
1852.						
Nov. 14 -	Intrepid - -	Liverpool -	English - -	New York -	Iron and passengers -	Put in leaky.
" 17 -	Arvum - -	Ditto -	English and foreign -	Baltimore -	Ditto - -	Ditto.
Dec. 2 -	Ann Harley -	Glasgow -	English - -	New York -	Ditto - -	Ditto.
" 8 -	Anstin - -	Gottenburgh -	Foreign - -	Boston - -	Ditto - -	Ditto.
" 31 -	Wanderer - -	Leith - -	English - -	Melbourne -	General cargo and pas- sengers - -	Loss of sails, and to fill up water.
1853.						
Jan. 3 -	Forest Queen -	London - -	Ditto - -	Boston - -	Iron, passengers, and general cargo -	Loss of sails.
" 5 -	Bronsa - -	Liverpool -	Ditto - -	Ditto - -	Ditto - -	Ditto.
" 9 -	William Patten -	Ditto -	Ditto - -	Ditto -	Iron, ditto - -	Leaky.
" 11 -	Charles Holmes -	Ditto -	Ditto - -	New York -	Iron and passengers -	Ditto.
" 16 -	Victoria - -	London - -	Ditto - -	Ditto -	General cargo and pas- sengers - -	Loss of sails. Small-pox on board.
" 20 -	H.M.S. Hercules	Skye - -	Ditto - -	Australia -	Government stores and passengers - -	Leaky.
Feb. 17 -	Sarah - -	Glasgow -	Ditto - -	New York -	Iron and emigrants -	To fill up coals, water, and provisions, and for addi- tional passengers.
March 10 -	Antelope - -	Liverpool -	Ditto - -	Australia -	Stores and emigrants -	
" 29 -	Sovereign - -	London - -	Ditto - -	San Francisco	Iron and passengers -	Leaky.
May 1 -	Vermont - -	Cardiff - -	Ditto - -	New York -	Ditto - -	Ditto.
Aug. 28 -	Watoga - -	Glasgow -	Ditto - -	Philadelphia -	Ditto - -	Ditto.
Sept. 17 -	Lord Maidstone	Liverpool -	Ditto - -	Quebec - -	Ditto - -	Ditto.

Queenstown, 7th January, 1854.  
F. CASSELL and Co.  
G. C. HENLOW.

13 Iron cargoes.  
4 General.

H. SKYMOUR, Secretary.

NAMES of SHIPS that have been found defective and unfit for the CONVEYANCE of PASSEN-  
GERS, from the 1st of January 1852 to the 4th of November 1853.

Names.	Tons.	Where belonging to.	Names.	Tons.	Where belonging to.
Abbot Lin - - -	450	United States.	Jane Glassir - - -	834	British.
Ashland- - - -	634	Do.	J. N. Cooper - - -	600	U. S.
Avondale - - -	430	British.	J. C. Calhoun - - -	710	Do.
Admittance - - -	495	U. S.	Lulan - - - -	473	British.
Brothers - - - -	277	British.	Launie . - - -	598	Do.
Belmont - - - -	937	Do.	Loodianah - - -	900	Do.
Brewer - - - -	604	U. S.	Lady Flora Hastings-	674	Do.
Ben Lomond - - -	776	British.	Lady Milton - - -	636	Do.
China - - - -	635	Do.	Lockwoods - - -	806	Do.
Cleopatra - - - -	508	Do.	Mathilda Christina -	480	Dutch.
Chieftain - - - -	793	Do.	Minnerota - - -	799	U. S.
Caledonia - - - -	789	Do.	New Brunswick - - -	960	British.
Camden - - - -	524	U. S.	Nehallernia - - -	680	Dutch.
Countess of London	785	British.	New Hampshire - - -	613	U. S.
Candau - - - -	402	Do.	Old Rapp - - - -	293	English.
Charlemagne - - -	775	U. S.	Pusiello - - - -	591	Do.
Chaos - - - -	771	Do.	Pemberton - - - -	1253	Do.
Chesapeake - - -	765	Do.	Pequot - - - -	953	U. S.
Don Pedro - - - -	166	Do.	Persia - - - -	669	British.
Emu - - - -	381	British.	Queen- - - -	889	Do.
Europe - - - -	610	U. S.	Shanghai - - - -	700	U. S.
Fanny - - - -	707	Do.	Sultan - - - -	848	British.
Fauneuil Hall - - -	549	Do.	Tory - - - -	608	Do.
George Evans - - -	723	Do.	Una - - - -	773	Do.
General Leat - - -	775	Dutch.	Wilson - - - -	565	Do.
Henrietta - - - -	547	British.	Many others have been found defective and repaired.		
Home - - - -	728	Do.			
Hope - - - -	881	U. S.			

ROBERT JAMES, R. N., }  
WILLIAM HASELDEN, } Government Surveyors.





# REPORT

OF AN

INVESTIGATION into the Loss of the "ANNIE JANE,"  
of LIVERPOOL, made by the direction of the Board  
of Trade, by Captain F. W. Beechey.

---

---

Presented to both Houses of Parliament by Command of  
Her Majesty,

---

---



LONDON:  
PRINTED BY GEORGE E. EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.  
FOR HER MAJESTY'S STATIONERY OFFICE.

1854.

**REPORT**  
**OF AN**  
**INVESTIGATION**  
**INTO THE**  
**LOSS OF THE “OLINDA,”**  
**OF LIVERPOOL,**  
**MADE UNDER THE DIRECTION OF THE**  
**BOARD OF TRADE,**  
**BY**  
**CAPTAIN W. H. WALKER.**

---

**Presented to both Houses of Parliament by Command of Her Majesty.**

---



**LONDON:**  
**PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,**  
**PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.**  
**FOR HER MAJESTY'S STATIONERY OFFICE**

**1854.**

[1726]

## CONTENTS.

---

<b>REPORT</b>	- - - - -	<b>Page.</b>
<b>EVIDENCE.</b>		<b>3</b>
<b>LIST OF WITNESSES.</b>		
Myles Brown, Master of the "Roscommon"	- - - - -	7
Joseph Cooke, Superintendent of Pilots, Liverpool	- - - - -	7
Joseph Pile, Master Mariner, of Liverpool	- - - - -	8
Geo. H. Haram, Master of the "Olinda"	- - - - -	9
Wm. Hadfield, Secretary to the Steam Packet Company	- - - - -	11
Douglas Hebson, Surveyor to the Board of Trade	- - - - -	11
Robert Patterson, Chief Engineer of the "Olinda"	- - - - -	11
E. F. Callister, Pilot, of Liverpool	- - - - -	12
James Blow, Chief Mate of the "Olinda"	- - - - -	13
John Thomas Thearle, 2nd Mate do.	- - - - -	14
David Soutar, 3rd do. do.	- - - - -	14

LETTER FROM THE SECRETARY OF THE COMMITTEE OF  
PRIVY COUNCIL FOR TRADE TO CAPTAIN WALKER.

Office of Committee of Privy Council for Trade,  
SIR, Marine Department, 28th January 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acquaint you that my Lords have been pleased to appoint you as Special Inspector, under the 104th Section of the Mercantile Marine Act, 1850, to investigate and report upon the circumstances connected with the loss of the iron steam-ship "Olinda."

I am, &c.

Captain W. H. Walker, H.C.S.,  
&c. &c. &c.,  
Gresham Hotel, Dublin.

JAMES BOOTH.

---

REPORT

TO THE RIGHT HONOURABLE THE LORDS OF THE COMMITTEE OF PRIVY  
COUNCIL FOR TRADE AND FOREIGN PLANTATIONS.

---

MY LORDS,

In pursuance of your Lordships' warrant addressed to me at Dublin, on the 28th of January last, that I should hold an inquiry into the circumstances attending the loss of the steam-ship "Olinda" of Liverpool, which had been wrecked on the coast of Anglesey, I made arrangements accordingly, and having been informed that the steamer "Roscommon," belonging to the City of Dublin Steam Packet Company, had left the Mersey with the "Olinda," I thought it right to examine the master of that vessel, he being at the time in Dublin.

Immediately I finished the investigation on the wreck of the "Tayleur," in which I was then engaged, I left for Liverpool, arrived there on the 9th instant, and commenced my inquiry the same day at the Sailor's Home, the Local Marine Board having kindly placed their room at my disposal. I have also to observe that I received every assistance from the pilotage authorities, and that Mr. Hadfield, Secretary to the South American Steam Navigation Company, informed me that the Directors were most anxious that a strict inquiry should be made into the loss of their vessel; that they would afford all the information in their power, and produce any one belonging to the vessel I wished to examine; and that if the Board of Trade had not instituted this investigation, they themselves would have done so, and he handed in a document signed by some of the passengers who embarked in the vessel in favour of the commander and officers.

For three days I was engaged in taking the depositions of the following witnesses, whose evidence is attached to this report, viz. :—

Mr. J. Cooke	-	Superintendent of Pilots.
Mr. J. Pile	-	Many years master of a steamer between Liverpool and Cork.
Mr. G. H. Haram	-	Master of the "Olinda."
Mr. James Blow	-	1st. Mate do.
Mr. Jno. Thos. Thearle	-	2nd. do. do.
Mr. David Soutar	-	3rd. do. do.
Mr. Robt. Patterson	-	Chief engineer do.
Mr. W. Hadfield	-	Secretary to Steam Company.
Mr. Douglas Hebson	-	Surveyor to the Board of Trade.
Mr. E. F. Callister	-	The Pilot who took the vessel to sea.

I have now the honour to inform your Lordships that the iron screw steam ship "Olinda" belonged to the South American and General Steam Navigation Company, was built by Messrs. John Reid & Co., of Port Glasgow, and launched in April 1853; she had engines of 200 horse power, by Messrs. Caird & Co., and was fitted with five water-tight bulkheads; her length was 230 feet and 30 feet beam, the register tonnage was  $605\frac{32}{100}$ , and engine room  $532\frac{97}{100}$ , making a gross tonnage of  $1138\frac{29}{100}$ . The ship and machinery were surveyed by Mr. Douglas Hebson, engineer, surveyor, and surveyor of iron steam ships to the Board of Trade, on the 19th of September last, since which period she had made one voyage to the Brazils and Rio de la Plata, but was again inspected, and her machinery examined the day she left Liverpool.

The Olinda appears to have been a well-built ship, abundantly supplied with stores and equipments. Her commander had high testimonials, she had four mates, two having certificates as masters, and one as a first mate; the chief engineer was evidently a person of experience, and her crew consisted of sixty-five, only two being foreigners.

This fine ship, so well manned and equipped, left the Mersey on the 26th of January last, under charge of Mr. Edward Fletcher Callister, a first-class branch pilot; her draft of water being 15 feet forward and 14 feet 10 inches aft: she passed the N.W. light-ship about noon; it was blowing strong from the W.N.W., with a slight haze on the horizon and a heavy sea on. About 5 p.m. the Ormshead was made and a course shaped for Point Lynas. The master now went below and requested the pilot to inform him (by sending one of the officers) when they were abreast of it. At half-past 7 one of the mates, by direction of the pilot, informed Captain Haram that they had passed Point Lynas, who forthwith proceeded on deck, and found the ship about two miles to the westward of the light. Blue lights were now displayed to attract the notice of any vessels near, and to enable the pilot to quit the ship; but as they were not answered the master inquired of Mr. Callister what he purposed doing. His reply was, to take her through the inner channel, and in the event of not falling in with a boat, to proceed to Lisbon in the vessel. The master said he objected to the inner channel very much; when the pilot replied, that he had been twenty-three years in the service, had gone the passage day and night, that he had never met with an accident of any kind; it was perfectly safe, and if left alone nothing would occur. About 8 p.m. the chief engineer states that the water was smooth, and the pilot sent for him to ask if he could drive the engines a little faster; the vessel was then going eight or ten knots.

The master now fearing they were getting too near the land, desired the man

at the wheel to port the helm ; when the pilot requested he would not interfere or give any orders. At 8.45., a few minutes after this conversation, the pilot called out "hard a port," and in a few seconds the vessel struck heavily upon the rocks ; the tide took her stern to the N.W., and knocked off the rudder and outer stern post. It was soon reported that the two foremost compartments were full of water, and there was no chance of saving the ship. The life-boat was lowered, and the females and children put into it ; blue lights, rockets, &c., as signals of distress were made, which brought to their assistance a pilot-boat, and also a boat from the shore ; and though it was blowing a gale from the S.W. the passengers and crew were landed in safety.

Having carefully examined the evidence, I have no hesitation in saying that the loss of the "Olinda" was occasioned by the imprudent conduct of the pilot, in attempting a narrow and dangerous passage, when he could not distinguish one object from another ; and he admits that he took a wall on Camlyn Point for the Beacon on the Harry Furlough Reef. When it is taken into consideration that other dangers were in the inner channel, with only buoys to denote their position, and that he has stated in his evidence that a buoy could not be seen more than a cable's length from the ship, and that the speed at the time was 8 or 10 knots, I do think the conduct of Mr. Callister most culpable ; and I cannot understand how a person who is described as careful and efficient by the superintendent, and who appears to have been so up to the time of the unfortunate accident, should have ventured a dangerous passage on a dark night, when he admits that he had no lights or leading marks, and that he had to direct his course by the appearance of the land. When entering or proceeding through a dangerous channel, a prudent man would slow his engines instead of expediting the speed of the ship, for it must be evident that there is little chance of saving a vessel when she strikes the rocks going ten knots an hour, more especially as the wind was high when the vessel was wrecked, and had it not fortunately happened that the sea was tolerably smooth, many would, in all probability, have had to mourn the loss of their relatives and friends.

I must do Mr. Callister the justice to say that, in his evidence he admitted that he never gave up charge ; that he took the whole blame of the disaster upon himself, and that he did not attempt to criminate either the master or any other person.

I cannot, however, exonerate the commander of the ship in permitting the pilot to take the vessel inside the Skerries on such a night ; he was out of pilot's water (the licence only extending to the Middle Mouse), and knowing the pilot was going through a channel which he considered to be dangerous, and which his Admiralty chart would have satisfied him was so, he should have taken the command of the ship, which is usually done on quitting the N.W. light-ship, and from which place it is considered safe for the commander to do so, and have passed outside the Skerries.

Before concluding my report I think it right to observe that, after the accident, Captain Haram, the officers, and crew, prepared the boats in a very praiseworthy manner, and that their first consideration was to save the lives of the children, females, and other passengers.





## MINUTES OF EVIDENCE.

**INQUIRY into the Loss of the STEAM SHIP "OLINDA," of LIVERPOOL, belonging to the SOUTH AMERICAN AND GENERAL STEAM NAVIGATION COMPANY, held by Captain W. H. WALKER, of the MERCANTILE MARINE DEPARTMENT of the BOARD OF TRADE, by the direction of the LORDS of the COMMITTEE of the PRIVY COUNCIL for TRADE, by their Warrant, dated the 28th day of January 1854.**

*Custom House, Dublin, 2d February 1854*

**The Evidence of MYLES BROWN, Master of the "Roscommon" Steamer, belonging to the City of Dublin Steam Packet Company, taken on Oath.**

*Myles Brown.*

2d Feb. 1854.

1. Will you inform me when you left Liverpool in the "Roscommon?"—On the 26th of January at 8 A.M.

2. How was the wind and the state of the weather then?—Fresh breeze from the S.W., and the weather tolerably fine.

3. Did you see anything of the "Olinda" steamer?—I was in company with her to the N.W. Light Ship, and then passed her.

4. Did she continue to steer the same course as yourself?—She did not; she set her fore and aft sails and stood to the Northward.

5. Will you let me know how long she was in sight, and if there was any change in the wind afterwards?—She was in sight until dark; about 10 A.M. the wind veered round to the N.W. with a very heavy gale, and continued so until about 2 P.M. When the weather moderated a little at 7 P.M., the wind backed again to S.W., and the weather dark and cloudy.

6. When did you last see the "Olinda?"—Just before dark, on the port quarter, under fore and aft canvas, standing in towards the land; at that time Point Lynas bore about W. by S., distant four or five miles.

7. What do you imagine was the reason for standing in towards the land?—I made a remark to my second mate that I thought she was standing in to smooth water to land the pilot.

8. Is there a safe channel between the Skerries and Carmel-head?—I have been through it, but we have written instructions from the Company not to do so.

9. Do you know their reason for issuing those instructions?—In consequence of one of our steamers having struck on the rock, called the Victoria Rock.

10. How did the weather continue during the night?—The weather was more moderate, and the wind continued about S.W.

11. At what time were you abreast of the Skerries?—At 9 15 P.M.

12. How was the tide then?—About high water.

13. Does the tide set fair in the Channel?—I consider it does.

14. You have heard of the loss of the "Olinda" steamer?—I have.

15. Having commanded a ship several years and going constantly between Liverpool and Dublin, to what do you attribute the loss of the vessel, the weather not being very heavy at the time?—In attempting to go through a channel at night time, which I do not consider safe for a large ship.

16. What are the leading-marks of a dark night for going through the Channel?—I should never attempt to go through it on a dark night—in the day time keep the Skerries Sound open until I passed the Harry Furlough.

17. Under these circumstances you would think it imprudent to take your ship through of a dark night when the winds and weather are changeable and unsettled?—I certainly should.

18. Can you favour me with any more information on the subject?—Nothing further.

(Signed) MYLES BROWN.

**The evidence of JOSEPH COOKE, Superintendent and Examiner of Pilots, taken upon oath at the Sailor's Home, Liverpool, on the 9th February, 1854.**

*Joseph Cooke.*

9th Feb. 1854.

19. Do you remember the day the "Olinda" left the Mersey?—I believe about the 26th January.

20. Who was the pilot that took the vessel to-sea?—Edward F. Callister.

21. Is he licensed to take ships of any draft of water?—Yes, he is.

22. How far to the westward does his licence extend?—The pilot was licensed to take a vessel to the westward as far as the North West Light-ship, outward bound.

Joseph Cooke.

9th Feb. 1854.

23. Will you favour me with your rules and regulations for the guidance of pilots?—*[A copy of the Act and bye-laws were handed in by the witness.]*

24. What are the regulations as regards inward-bound vessels?—There are pilot vessels cruising as far west as the Middle Mouse, who furnish inward-bound vessels with pilots for Beaumaris, Fleetwood, and Liverpool.

25. Then in fact their licences extend as far as the Middle Mouse?—Yes, inward-bound.

26. In the event of a captain of an outward-bound ship wishing to take a pilot as far as Point Lynas, what is the practice?—We do not recognise it, but there are instances they do it,—not by permission from us, but upon their own responsibility.

27. Do you know why the pilot remained so long on board the “Olinda”?—He told me it blew so strong that he could not get on board his boat.

28. Has he submitted any report to the authorities respecting the loss of the vessel?—He has.

29. Will you be good enough to furnish me with the substance of it?—I do not remember it.

30. I suppose it is usual after an accident of this nature for the pilot to make a report to the authorities?—The pilots are bound to report all cases of collision, grounding, and accidents of any sort which may take place to any vessel under their charge.

31. Do you consider the pilot had charge of the “Olinda” when she got on shore?—He could not legally have had charge.

32. Do you issue any instructions to them respecting taking vessels inside the Skerries?—No, it is beyond their limits.

33. Will you kindly inform me how long you have been at sea, and how many years as master of a vessel?—I went to sea in 1815, and commanded a ship, principally in the Jamaica trade, from 1827 to 1839, when I became superintendent of pilots.

34. Are you well acquainted with the Irish and St. George’s Channels?—Yes.

35. Do vessels often take the channel between the Skerries and Carmel-Head?—I believe small vessels may occasionally.

36. Do you remember the draft of water of the “Olinda” when the pilot went on board?—That does not come within the sphere of my duties as long as a first-class pilot is on board.

37. Do you not consider it very injudicious for a person to attempt that passage in a ship of such magnitude as the “Olinda”?—Yes, I do.

38. And you think it would be highly culpable in a pilot either offering to take a ship through, or advising a master to do so?—Exceedingly injudicious.

39. Are you aware what the leading marks are for running through that channel at night?—There are no marks sufficiently distinct to justify going through.

40. From your great experience, and from the position you hold as superintendent of pilots, will you be good enough to inform me to what you attribute the loss of the ship?—Attempting to take that channel.

41. Have the pilotage authorities considered it necessary to make any inquiry into the circumstances attending the wreck of the vessel, she having on board a first-class pilot, who, though not legally licensed, is supposed to know accurately the channel between Holyhead and Liverpool?—On the first meeting of the committee (which takes place every Monday) the pilot was requested to attend, and did so, to explain his own report.

42. My authority entitles me to demand any documents connected with the subject in question, will you have the kindness to furnish me with a copy of the report?—I shall be most happy to furnish you with any information or assistance in my power. I will consult the chairman, and have no doubt will obtain his sanction for a copy of the report.

43. Is there any other information you can afford me on this subject?—Nothing strikes me at present.

(Signed)

J. COOKE, Superintendent of Pilots.

11th Feb. 1854.

Further evidence taken upon oath, 11th February 1854.

44. Will you have the goodness to give me your opinion as to the conduct and behaviour of Mr. Callister, the pilot; and if during the time of his service he has conducted himself to the satisfaction of the commissioners, and if you consider him a sober, careful, and efficient person?—During the time that Callister has been under my superintendence I have found him to be a sober, steady, and industrious pilot; and I believe we have not a more efficient man in the service.

(Signed)

J. COOKE.

John Pile.

9th Feb. 1854.

The evidence of JOHN PILE, Master Mariner, late commanding a ship belonging to the Cork Steam Ship Company, taken upon oath.

45. How long have you been at sea?—I went to sea in 1812.

46. Were you long master of a ship?—Upwards of thirty years.

47. Were you some years commanding a ship between Liverpool and Cork?—Off and on in the Irish and St. George’s Channel, about twenty-six years.

48. And you consider you are well acquainted with the channel?—I think I am.
49. Did you ever take the passage between the Skerries and Carmel-Head?—I did, hundreds of times.
50. Do you consider it a safe passage with a strong breeze from the north-west?—In that case I should go outside the Skerries.
51. What are the leading marks for going through?—The Skerries are the only mark, but we frequently see the beacon on the Harry Furlough.
52. Suppose the night is dark, and you can't see the Skerries, what should you do then?—I should keep outside them.
53. Do you consider it would be very imprudent to attempt going through the sound, provided you could not see the Skerries?—Very imprudent.
54. What would be the object of taking a risk of that sort on a dark night?—There would be a saving of four or five miles.
55. Do you consider it the practice for outward-bound vessels to take their pilots beyond the light-ship?—They are very often taken down to Lynas.
56. I suppose when the masters are not well acquainted with the channel, they are in the habit of taking them down there?—They are in the habit of doing so.
57. I dare say you have heard of the loss of the "Olinda,"—will you kindly inform me to what you attribute it?—I consider it was an error of judgment. On the projecting point there is a summer-house with a flag-staff close to it, which is often taken on a dark night for the beacon on the Harry Furlough.
58. Such being the case, that it is difficult to distinguish the beacon from another object, do you not consider it highly imprudent to attempt such a dangerous channel?—Yes; on a night, I do.
59. Are you aware that the City of Dublin Steam Packet Company have issued directions for their vessels not to go inside the Skerries?—I am quite aware of that.
60. Do you know their reason for giving such directions?—I believe it was in consequence of one or two of their vessels striking inside.

(Signed)

JOHN PILE.

*John Pile.*

9th Feb. 1854.

The evidence of GEORGE HUGH HARAM, late master of the "Olinda," taken upon oath at the Sailors' Home, Liverpool, 10th February 1854.

10th Feb. 1854.

61. How long have you been at sea?—Nineteen years.
62. Have you been long master of a ship?—Six years.
63. What certificate do you hold from the Board of Trade?—One of competency.
64. The "Olinda" belonged to the South American and General Steam Navigation Company?—She did.
65. How long have you been with that company?—I superintended the building of the "Olinda," and performed one voyage to the Brazils and River Plate in her.
66. What was the number of crew on board?—Sixty-eight.
67. Of that number, how many belonged to the engineer's department, and how many did you consider belonged to the crew?—Nineteen in the engineer's department, seventeen in the steward's, and the rest to the crew.
68. Do you remember the draft of water?—15 feet aft, and 15 feet 3 inches forward.
69. Have you saved the log-book?—The log-book was lost; I now produce the log-slate in which everything is recorded from the time of leaving Liverpool.
70. When did you leave the Mersey?—On Thursday, the 26th January, at 8:30 A.M.
71. What was the state of the weather then?—Blowing hard from the W.N.W.
72. Did the pilot quit the vessel at the N.W. light-ship?—He did not.
73. Why did he remain on board?—Because it was blowing too hard for him to leave the vessel; he said he would go on to the next station.
74. Did he continue to have charge?—He did.
75. Will you state what took place from the time of leaving the N.W. light ship, till the vessel was wrecked?—We left the N.W. light ship at about 12:30 P.M., it was blowing strong from W.N.W., a slight haze on the horizon. We had reefed fore and aft sails set, and were standing to the northward on the port-tack. At about 2:30 the vessel was put round on the starboard-tack by the orders of the pilot. We stood on that tack till we made the Orms-head at about 5 P.M. The pilot said by getting in with the land we shall get into smooth water and be able to steam her head on. We then took in the sails and steered the ship a direct course for Lynas. I went below, he being in charge, and directed him to send one of the officers and call me when we were off Lynas. At about 7:30 P.M., one of my officers came, by the direction of the pilot, and said we had passed Lynas. I then went upon deck and found we were about two miles to the westward of it. He ordered blue lights to be burned for a boat to take him out of the ship; they were not answered. I then asked him what he purposed doing. He said to run the ship through the south channel, and if not falling in with a boat he must proceed to Lisbon. I told him, I objected to this south channel very much; that I had the track marked by one of their own pilots, but that I had never come through it, though passing that way every five or six weeks. He answered that he had been twenty-three years in the pilot service, that he had gone the passage day and night often, and that he had never had an accident of any kind;

B

G. H. Haram.

10th Feb. 1854.

that it was perfectly safe and that if I would leave him alone nothing would occur to us, saying, did I suppose that a man of his standing would run a vessel of that kind where there was any risk. I mentioned that one of the large steamers had passed through that channel without a pilot, and that it was spoken about. I thought we were running very near to the land and I called out to port a little, when the pilot replied, "You must not give those orders, as it is necessary for me to make each point to take my departure from." I said, then it is the only thing we can do to have our look-outs and communications fore and aft in the ship perfect, and said, I would go and see to it myself. I went aft to the wheel; the second officer was conning, and there were two men there, and a quartermaster at the port gangway, all ready to pass along any orders from the pilot. I told them to be prompt and immediately obey any orders the pilot might give. I was returning towards the bridge and had got about halfway up the ladder, when the pilot called out "Hard a-port!" and she struck. The engine was stopped and the carpenter was sent below to make a report. In the mean time the tide slued the vessel round to the eastward: the pilot said he knew a bay where she could be beached, and we moved the engine a few strokes, but she humped so heavily as to knock away her rudder and after sternpost. The carpenter then reported that the two foremost compartments were full up to the main deck; I sent a quarter master with a hand line to sound all round the ship. Finding there was no chance of saving the vessel, we partly lowered all the boats and put the ladies and children into the life-boat and had the others ready to land the rest of the passengers; in the meantime I sent the gig on shore to look for a safe landing place, and fired guns and rockets as signals of distress. Here the quarter-master reported 15, 16, and 18 feet water all round, and we removed everything over on the starboard side, so that on the vessel listing she should fall over towards the shore as the water left her. The gig returned and reported no safe place of landing, but a pilot boat having perceived our signals, and a boat having come from the shore, we were enabled by their assistance to land all the passengers.

Finding there was no chance of saving the vessel, and it blowing a gale of wind from the S.W., the crew was ordered on shore to save their lives.

76. What time was it when the vessel struck?—8.43 p.m.

77. What was the state of the tide at this time?—It was just past high water.

78. It was blowing hard from the south-west was it?—It was.

79. Was the weather dark or clear?—A little hazy.

80. Could you see the points of land?—I could.

81. Was it sufficiently light to see the buoys and beacons in the channel?—Not until I was very close upon them.

82. Was the beacon on the Harry Furlough seen before the vessel struck?—Being near the wheel I did not see it.

83. Do you know whether the pilot saw it?—There is a piece of a wall there, that the pilot said he took for the beacon.

84. Are you acquainted with the south channel?—I am not.

85. Would you have taken the responsibility of taking your ship through, had the pilot not been on board?—I would not.

86. Did the pilot make any remark to you on the subject after the wreck of the vessel?—He told me that had he taken my advice this accident would not have occurred.

87. Had you your lead lines and log lines ready for use?—We had, all of them.

88. Had you an azimuth compass on board?—I never go without one.

89. Was the ship swung to adjust the compasses before leaving?—She was, a few days before sailing, and has been three times since August last.

90. Have you a standard compass aboard?—We have.

91. Where is it placed?—At the mizen-mast head, under the trussel trees, and we have all our hooks and bolts in the vicinity of it made of composition instead of iron.

92.—And do you find its being so placed, that it is generally so correct as to be depended upon?—I should object to go to sea in an iron vessel without one similarly placed, as I find the local attraction below is different at one time from another, and affects the compasses on deck, even though adjusted by magnets.

93. Had you a barometer, and other necessary nautical instruments on board, and if so be good enough to enumerate them?—I had a barometer, symposimeter, aneroid thermometer, sextant, and three chronometers, spare compasses, and also the Admiralty chart.

94. Do you undertake to swear that the pilot had charge of the vessel, and gave orders from the time of leaving Liverpool to the time of the wreck?—Yes I do.

95. Have you any further information, or is there anything you wish to state?—I consider it right to say that I should never have thought of going through that channel, had I not considered that the pilot had charge of the vessel.

96. Do you not consider you were wrong in allowing the pilot to take that channel, being beyond his district?—No; I did not consider it beyond his district, as I know they survey as far as Holyhead, and they told me at the pilot's office that he was one of their best men.

97. Where is your certificate of competency?—I believe it is with my things, but I have not seen it since the wreck.

(Signed) G. H. HARAM.

The evidence of WILLIAM HADFIELD, Secretary to the South American and General Steam Navigation Company, taken upon oath, 10th February 1854. *W. Hadfield, Esq.*

10th Feb. 1854.

98. I believe the "Olinda" belonged to the company of which you are the secretary?—She did.

99. She was an iron vessel, I think?—She was.

100. Can you favour me with all particulars with reference to her build, &c.

(*Mr. Hadfield here handed in a certified copy of the contract and specification.*)

101. Was she fully supplied with stores and equipments for her intended voyage?—Perfectly.

102. Has Captain Haram been long in your employment?—He superintended the building of the "Olinda," and was on his second voyage.

103. On his former voyage, did he give you every satisfaction?—He did.

104. Of course you consider him a sober, efficient and good officer, or else you would not have given him the command of the "Olinda"?—I do.

105. I believe, commercially, you have been connected with Liverpool for a number of years?—I have.

106. Do you consider that the pilot was in charge of the vessel when she was wrecked?—From the statements of others I do.

107. Is there any information you wish to give relative to the loss of the ship?—Nothing further than to express entire satisfaction with the conduct of the captain, officers, and engineers up to the time of and since the unfortunate event.

(Signed) W. HADFIELD.

The evidence of DOUGLAS HEBSON, Engineer Surveyor, and Shipwright Surveyor for Iron Vessels to the Board of Trade taken upon oath. *Douglas Hebson.*

108. By the declarations forwarded to the Board of Trade, dated 19th September 1853, I perceive the "Olinda" was surveyed by you?—She was.

109. At that time you found the ship herself, her engines and equipments, perfect in every way?—I did.

110. She has been a voyage to the Brazils since that survey took place, has she not?—She has.

111. Do you know if any repairs were done to her before starting on the 26th January last?—I do; I was employed by the company to see the repairs, which were rendered necessary by the wear and tear of the voyage (the most important of which was the getting in of the wooden teeth into the cog-wheel), executed; everything was done in a very efficient state the day she went to sea, as I examined her thoroughly.

112. How many water-tight compartments was she fitted with?—I believe five, and the engineer reported to me, upon his return from the wreck, that when he left the "Olinda," the water had not penetrated into the engine room.

113. And you can declare that she was fitted with all the requirements of the Steam Navigation Act?—I can.

114. Is there anything further you wish to state?—I consider it my duty as an officer of the Board of Trade to state, that in addition to the ship being well equipped in every way, that I have known Captain Haram some years, and he has always had the reputation of being a very careful and efficient officer.

(Signed) DOUGLAS HEBSON.

The evidence of ROBERT PATTERSON, 1st Engineer of the late ship "Olinda," taken upon oath. *Robert Patterson.*

115. Where do you belong to?—Greenock.

116. Did you serve your time there?—I did, with Messrs. Scott, Sinclair and Co.

117. Have you been employed as engineer on board a ship for any length of time?—I have.

118. Had you every reason to be satisfied with the working of the engines of the "Olinda"?—Yes, I had.

119. Can you state what took place in your department from the time of leaving the N.W. light ship, till the wreck?—From the time of leaving Liverpool till about six o'clock in the evening, I was below with the other engineers attending to the engines. About 8 p.m. we were well in with the land, and the water being smooth, the pilot sent for me on deck, to know if I could drive the engine a little faster; I gave them a little more steam. About 8'45, the vessel struck on the Harry Furlough. I received orders from the deck to stop and back the engines, which was done; the vessel then struck aft, and carried away the rudder and stern frame: the propeller jammed against the rocks. The engine-room was perfectly tight; turned on the donkey, and lifted the safety valves, got the fires drawn, and shut all the cocks—the engine-room still tight; sounded the forehold along with the carpenter and found the water eight inches from the saloon deck; at 9'45 examined the tunnel and shut off the small water-pipe, propeller standing nearly across the stern, the

*Robert Patterson.* after crank to the starboard side; 10 P.M., no increase of water in the engine-room, went into the tunnel again, quite dry aft; the vessel striking heavily, went on deck to give assistance, and remained on board with the captain and officers till morning, I suppose about three or four o'clock.

10th Feb. 1854.

120. At the time the vessel struck how many revolutions were the engines making in a minute?—Twenty-nine.

121. What pressure were you working at?—Fourteen pounds.

122. Was there any water in the engine-room or tunnel when you left the ship?—There was not.

123. What speed do you imagine you were going at the time the vessel struck?—At about eight or ten knots.

(Signed)

ROBERT PATTERSON.

*E. F. Callister.*

The Evidence of EDWARD FLETCHER CALLISTER, Pilot, of Liverpool, taken on oath:—

124. What is your age?—Thirty-nine years this month.

125. Are you a first-class pilot?—I am.

126. How long have you been so?—About thirteen years.

127. Your licence enables you to take vessels of any draft of water?—It does.

128. Do you know the draft of the "Olinda"?—About 15 feet forward, and 14 feet 10 inches aft, the night before sailing.

129. When did you leave the river?—About 8.30 A.M. we rounded the rock.

130. Did you quit the vessel at the north-west light ship?—I could not. It was blowing a gale from W. to N.N.W.

131. Will you state what took place from the time of passing the N.W. light ship till the vessel was wrecked?—I should state that when abreast the N.W. buoy the ship pitched so heavily that the propeller was frequently out of the water, and they had to ease the engines in consequence. We set the fore and aft sails, and stood to the northward, on the port tack. About two o'clock we went about, and put the ship on the starboard tack. At 4 or 4.30 P.M. we fetched in to the Little Ormshead. We then took in the canvas, and steered her W.N.W. for Lynas, and showed blue lights, at intervals, until we arrived at the Middle Mouse, to enable me to get out of the ship, in the event of any pilot boats being near. We went inside the Middle Mouse close in shore. I was on the bridge when the captain asked me if there was any danger from being so close. I replied no, that I was well acquainted with the coast, and could see the land distinctly, and that I would not put a man into a position that I would not go into myself. We proceeded along for Harry Furlough tower, thinking to make it on the port side. I mistook a wall on the point of land for the beacon, and when I discovered my mistake I gave the order to stop the engines and put the helm hard-a-port, but before she could recover her port helm she went upon the Harry Furlough rocks. We tried to reverse the engines, but the fore compartment filled immediately, and the engines would not act. The tide took her stern to the N.W. and knocked off the rudder and stern post. Signals of distress were fired, and rockets and blue lights shown. Some of the passengers were taken out of the vessel by No. 3 pilot boat, and others by a boat from the shore. I was so alarmed that I hardly knew what occurred after we struck.

132. Do you consider you had charge of the ship up to the time of her wreck?—I never gave up charge.

133. Does your licence extend to Holyhead?—Our limit extends to the Middle Mouse.

134. Suppose a master of an outward-bound ship requested you to continue charge of the ship to Point Lynas, should you do so under ordinary circumstances?—We never do except in bad weather.

135. Was there any pilot boat on the station at the Middle Mouse?—I did not see any.

136. In consequence of the bad weather preventing you leaving the ship, what did you purpose doing?—I made up my mind to go inside the Skerries, and by keeping in smooth water I thought I might meet with a small vessel and get on shore.

137. Your original intention was to go outside the Skerries?—It was.

138. When you altered the course to go in shore to take the southern passage, did you inform the master of the ship?—I did not.

139. Don't you consider you took a great responsibility upon yourself in not doing so?—I did not inform him, but he was upon deck.

140. Did any conversation take place between the master and yourself?—I said I had been 25 years at sea, and was well acquainted with the channel.

141. Have you often been through before?—I have, and I cannot tell how many times, and I have frequently surveyed it in pilot boats.

142. Was the night sufficiently clear to see the buoys and beacons upon the different dangers in the channel?—It was.

143. At what distance on a dark night could you discern the buoy on the Victoria Rock?—A cable's length.

144. At what speed were you going?—I suppose 10 knots.

*E. F. Callister.*

10th Feb. 1854.

145. Did you give any orders to slow the engines?—Not till I discovered my mistake, when I desired them to put the helm hard-a-port and stop the engines.

146. What are the leading marks to take you through the channel at night?—We generally go by the sight of the land; my usual practice in going through that channel is to make the Harry Furlough beacon, and then to make for Carmel Point.

147. Have you any instructions from the commissioners regarding the channel?—No, I have none.

148. Have you made any report to the commissioners respecting the accident?—I did, on the Monday following the accident.

149. Have they had any inquiry upon the subject?—They have; I was called in and questioned on the subject.

150. How many vessels have you taken in and out since the accident?—Two in and one out.

151. On the morning after the wreck, did you tell the captain that if you had followed his advice the accident would not have happened?—I did.

152. Did the captain object to going through?—He asked if there was any danger.

153. You attribute the accident to your having mistaken the wall for the beacon at the Harry Furlough rocks?—I do.

154. Has that wall been lately erected?—I cannot tell; I never observed it before.

155. What are the dimensions of it?—About twelve feet broad, and thirteen feet high, and it appears to me as if it had been built for shelter.

156. Does it look as if lately put up?—It does not look aged.

157. When were you last through that passage?—From the 15th to the 20th of December last.

158. I suppose it was about high water when the "Olinda" got on shore?—It was ebb tide, but it was high water in the offing.

159. You state you have been a first class pilot thirteen years; have you met with any accidents before?—Only very trifling ones. I never lost a ship before, and I have never been reported in any way for misconduct, and never brought a ship in that the captain refused to take me out.

160. Have you anything further you wish to state?—I have not.

(Signed) E. F. CALLISTER.

The Evidence of JAMES BLOW, Chief Mate of the late ship "Olinda," taken upon oath.

*James Blow.*

161. What certificate do you hold from the Board of Trade?—I have a certificate of competency as master given in exchange for one I received from the Trinity House, having passed my examination in 1847.

162. Will you have the goodness to state what took place from the time the "Olinda" left the N.W. light ship till she was wrecked?—On leaving the N.W. light ship it blew strong from the W.N.W., but moderated gradually as we proceeded to Point Lynas. We kept close to the Point to find a pilot-boat, and burned blue lights to attract the attention of any that might be near. We continued close on shore till 8 o'clock, when I went off duty. At that time I think we were between the East and Middle Mouse.

163. At the time you left the deck were you steering to the northward of the Skerries or for the inside passage?—I believe for the inside passage.

164. Up to the time of your leaving the deck, did you consider the pilot to be in charge of the vessel?—Most decidedly,

165. Was the pilot giving directions to the man at the wheel during the whole time?—He was.

166. Did you hear any conversation between Captain Haram and the pilot as to the ship being too close in shore?—I was standing on the bridge with the captain and the pilot, and the look-outs, I heard the captain remark to the pilot that we were very close in shore, and I said quietly "I think we are very close." I do not exactly remember what the pilot said, but the captain seemed to have full confidence in him. After seeing the look-outs properly stationed (we had two men, one on each side of the bridge, another on the fore-castle, and a quartermaster stationed between the bridges and the wheel, to prevent all mistakes, and to pass the word along; the second mate was also stationed by the two men at the wheel, and the third mate on the bridge with the captain and pilot, at about 8.20. p.m. I went below. I was turning into bed at 8.43. when I felt the ship strike and sprang upon deck; found the ship had struck the rocks and her stern was swinging round to the westward; I immediately took charge of the boats, and had them lowered half down in readiness to be used. The ladies and children were then put into the starboard life boat in charge of the third officer, and the boat's crew had made the boat fast astern. The gig was then manned and sent with the fourth mate in search of a landing place. Before the gig returned a shore boat came off; the purser was sent in her to go to Holyhead to try and procure a steamer, and also to telegraph the intelligence to Liverpool. During this time we were burning blue lights and firing guns as signals of distress, and the crew orderly, well behaved, and obedient to commands, which appeared to give great confidence to the passengers. The Camlyn life boat came soon

*James Blow.*  
 10th Feb. 1854.

afterwards and made two trips with passengers, and was stove upon her third passage to the ship. In the mean time a pilot boat came near the ship and sent a boat's crew on board with a pilot who remained with us, while his crew assisted in taking the ladies and the rest of the passengers into his boat.

167. How many passengers were there?—I believe about 28.

168. What was your own pilot doing all this time?—He remained on the bridge and appeared quite confounded, and left the vessel when the captain and officers were obliged to abandon her.

169. How many boats had you?—Five.

170. How many fitted as life boats?—Two.

171. Were they perfectly ready for lowering with oars, rudder, and plug complete?—They were, and there was a painter fitted to each boat.

172. Up to the time of the vessel striking, was it your impression that the pilot had charge of the ship?—Most decidedly.

173. You state that it blew very hard during part of your passage; did the conduct of the pilot impress you with confidence in him?—Yes, I thought him an experienced man.

174. Is there any thing further you wish to state?—Nothing further.

(Signed) JAMES BLOW.

*J. T. Thearle.*

The Evidence of JOHN THOMAS THEARLE, Second Mate of the late ship "Olinda," taken upon oath on the 11th February 1854.

I am a native of Plymouth, and aged 23 years.

175. How long have you been at sea?—Seven years and one half.

176. Have you been mate of a ship before?—I have been two years first and second mate of a vessel.

177. Have you a certificate from the Board of Trade?—I passed an examination at Liverpool about seven months ago, and have a certificate of competency as first mate.

178. Were you on deck when the blue lights were burned as signals for sending the pilot out of the ship?—I was.

179. Was that off Point Lynas?—The first was burned about three miles to the eastward of it, and we continued to burn them for some time.

State what took place after leaving Point Lynas?—I had been upon deck all day, and between 6 and 7 o'clock went below to get my tea, and returned on deck about 7:30, and took up some more blue lights, in case they might be required during the night; about 8:10 I went on the bridge where the captain and pilot were standing together; the pilot desired me to see that the men were keeping a good look out on the fore-castle, which being done, I returned to the bridge, and remained there till the vessel struck.

181. Did you hear any conversation between the master and the pilot about the course the vessel was steering?—I heard the pilot say to the captain "There is no fear or danger at all," and I believe he said something about the course, and the captain left the bridge, and went aft to the wheel to see that she was in the course the pilot wished.

182. Could you distinctly see the different points of land?—I could see the land clearly, but not the points.

183. Did the ship appear to be very close to the shore?—She did.

184. What was the state of the weather then?—It was blowing fresh, and was rather hazy on the water.

185. What distance could you discern an object from?—Half-a-quarter of a mile, if it was large.

186. Could you have seen a beacon or a buoy two cables' length from the ship?—I could not.

187. As you were stationed on the bridge keeping a look out by the pilot, did you see anything you supposed to be a beacon on the Harry Furlough?—I did not, it was too dark for that.

188. Did you hear the pilot make any remark about a beacon?—He told them to look out for a beacon 10 or 15 minutes before she struck.

189. You did not see anything like a wall that might have been taken for a beacon?—After the vessel was on shore I did, but I was on the starboard side.

190. Who was on the bridge when the vessel struck?—I was, and the two look outs.

191. What speed do you think she was going at?—I should think, that taking the current into consideration, and the vessel going at full speed, that we were going at 14 knots.

(Signed) JOHN THOMAS THEARLE.

*David Soutar.*

The Evidence of DAVID SOUTAR, Third Mate of the late ship "Olinda," taken upon oath.

192. Where do you belong?—I belong to Leith, and am 34 years old.

193. How long have you been at sea?—Since 1832.

194. Have you been mate of a ship before?—I have been 14 years master and mate of a ship.



195. What certificate do you hold from the Board of Trade?—I passed a first-class examination at Leith, I think it was in 1848, and have received a certificate from the Board of Trade in exchange for one I got from the Leith Board.

196. What was the state of the weather when you left the Mersey on the 26th of January?—Blowing hard from the westward.

197. Were you on deck when you made the Orms Head?—I was.

198. What time was that?—About four o'clock.

199. Was there any alteration in the weather then?—It was much more moderate.

200. Did the wind still continue from the westward?—It moderated, but drew round to W.S.W.

201. Did you then shape a course for Point Lynas?—We did.

202. Was the pilot in charge of the ship at this time?—Yes; in full charge.

203. Will you state what took place from that time till the vessel was wrecked?—At 6 o'clock the crew was mustered and appointed to their separate watches; I went below to get my tea. About 7 o'clock I was called up by the 4th officer to assist in burning blue lights, to attract the notice of any pilot vessel that might be near. At about 7.45 I came on deck again, and found we were very near Point Lynas. At 8 o'clock I resumed my watch upon the quarter-deck to relieve the chief officer; he told me there was no course, but I was to pay attention to the orders given by the pilot, who was then upon the bridge; he also told me to see the look-out properly placed, which I did, and then placed myself near the wheel to observe that the ship was properly steered, and to obey any orders given by the pilot. At about 20 minutes to 9, the captain came to me and asked if the look-outs were properly placed, and said to give her the helm quick, and pay particular attention to the pilot. He looked at the compasses, and there appeared to be a difference of half a point. I told him the look-outs were properly placed, and where; and said that every attention would be paid. Being on the quarter-deck attending to the steerage, I had not an opportunity of seeing the land or the lights; but about a few minutes before 9, the pilot called out "head a port" and "stop her" and the vessel immediately struck.

204. You considered that from the time the vessel left Liverpool to the time of the wreck, the pilot had charge?—I did, and received all the orders from him from the time of leaving till the ship took the ground.

205. Had you a very good crew?—We had.

206. Had you many foreigners amongst them?—I believe only three.

207. Have you any thing further to state?—I have not.

208. Did you observe a wall or any building upon Camlyn point?—I did, resembling the side of a house—it was about 9 feet square.

209. Did you visit it after the vessel was wrecked?—I did, and it appeared to have been standing there for some time.

(Signed) DAVID SOUTAR.

" Pilot Committee Room,  
Liverpool, 10th, 2, 1854.

COPY OF REPORT. 30th, 1st. 1854.

" Edward F. Callister reports being on board the screw steamer "Olinda" on Thursday the 26th instant; that in passing in-shore, with the view of going between the rocks " Harry Furlong and the Coal Rock, at about 8.43 P.M., mistook a wall on Harry Furlong " Point for the Perch; and before I could rectify the mistake, the vessel struck, and I " fear will become a wreck."

(Signed) " E. F. CALLISTER."

True copy from Report Book.

J. COOK,  
Superintendent of Pilots.

SECRETARY'S Statement as to Steam-ship "Olinda," Capt. Haram, belonging to the South American General Steam Navigation Company, bound to Brazil and the River Plate,

The "Olinda" left the Mersey (where she had been at anchor for 24 hours) on the morning of the 26th January. She had a full cargo, and about 30 passengers.

The "Olinda" was built by Messrs. John Reid and Company, of Port Glasgow, with engines by Messrs. Caird & Co., of same place, both under the superintendence of Mr. Douglas Hebson, with a sealed contract and specifications. Her measurement under the old tonnage was 1,014 tons. Cylinders, 55 inches with 4 feet stroke and gearing engines. Nominal horse power, 200. Launched in April 1853.

The "Olinda" underwent a thorough overhaul before she sailed, as proved by the report of Mr. Douglas Hebson herewith. She had her full complement of officers and men, and was in every way efficient for her contemplated voyage.

Liverpool, 18th February 1854.

WILLIAM HADFIELD.

We, the undersigned passengers on board the South American and General Steam Navigation Company's ship "Olinda," do hereby certify that no blame can be attributed to the captain and officers for the loss of that fine ship; the captain having remonstrated strongly with the pilot to persuade him against taking the vessel through such a dangerous channel—to which the pilot replied, he was perfectly competent, and that the channel was safe, although it was dark.

During the short time we were on board we experienced the most terrific weather, when the ship behaved nobly, and the machinery worked admirably. After having struck, and was firmly fixed on the rocks, every exertion was made by Captain Haram, his chief officer Mr. Blow, and all under their command—to the coolness and exertion of whom, the safety of our lives may be attributed, their first consideration being to get the ladies and children out of danger. We also take this opportunity of expressing our thanks to the Revds. Messrs. Johnson and Williams, of that part of Anglesea, for their kind assistance and exertions under such trying circumstances, which we shall ever feel indebted to them for.

Liverpool, 30th January, 1854.

(Signed) ROBERT LAMBERT.  
ALEXANDER GRANT.  
PEDRO VIANNA D'ARANJO BASTO.  
CHARLES R BELL.  
JOSEPH NORRIS.  
JAMES NORRIS.  
JAMES H. ARKWRIGHT.  
GEORGE CHARLES DEAN.

LIST of PASSENGERS, per Steam-ship "Olinda" bound from Liverpool, for Lisbon, Brazils, and the River Plate, sailed 26th January 1854.

Name.	Number of Berth.	Number of Persons.	Destination.
Joseph Norris - - -	37	1	Rio de Janiero.
James Norris - - -	38	1	"
Edward de Bonnemason - - -	40	1	Buenos Ayres.
Charles Bell - - -	58	1	"
Thomas Slatter - - -	59	1	"
Alexander Grant - - -	19	1	Pernambuco.
Arthur Blank - - -	20	1	The Plate.
M. Arkwright - - -	-	1	Bahia.
Robert Lambert - - -	62	1	Monte Video.
J. Aberli - - -	63	1	Bahia.
P. V. A. Basto - - -	-	1	"
Henry Crawford - - -	55	1	The Plate.
Mr. and Mrs. Havers, 4 children, } governess, and 1 female servant }	-	8	Monte Video.
Thomas Barry - - -	-	1	Buenos Ayres.
Baron de Finck, Baroness de Finck	-	2	"
— Freebody - - -	-	1	Lisbon.
— Chevalier - - -	-	1	Buenos Ayres.
— Guiod - - -	-	1	"
George Deane - - -	-	1	Rio de Janiero.
Total number persons -	-	27	

SANCTIONED BY THE BOARD OF TRADE,  
Nov. 1850, in pursuance of  
13 & 14 Vict. c. 93. s. 46.

Name of Ship.	Port of Registry.	No. and Date of Register.	Burden.	Name of Master.	No. of his Certificate.	Date and Place of first Signature of Agreement, including Name of Shipping Office.
OLINDA	Liverpool	23. January 17th, 1854.	485	GEORGE HARAM	Competency 1411	18th January 1854, Liverpool.

Scale of Provisions to be allowed and served out to the Crew during the Voyage.									
	Bread. lb.	Beef. lb.	Pork. lb.	Flour. lb.	Peas. lb.	Tea. oz.	Coffee. oz.	Sugar. oz.	Water. quarts.
SUNDAY	1	1½	—	1	—	1	1	2	3
MONDAY	1	—	1½	—	1	1	1	2	3
TUESDAY	1	1½	—	1	—	1	1	2	3
WEDNESDAY	1	—	1½	—	1	1	1	2	3
THURSDAY	1	1½	—	1	—	1	1	2	3
FRIDAY	1	—	1½	—	1	1	1	2	3
SATURDAY	1	1½	—	1	—	1	1	2	3

SUBSTITUTES.

1 oz. Coffee or Cocoa or Chocolate may be substituted for ½ oz. Tea; Molasses for Sugar; the quantity to be one half more; 1 lb. Potatoes or Yams ½ lb. Flour or Rice, ½ pint Peas or ¼ pint of Barley may be substituted for each other. When fresh Meat is issued, the proportion to be 3 lbs. per man per day in lieu of salt Meat. Flour, Rice, and Peas, Beef and Pork, may be substituted each for the other.

The several persons whose names are hereto subscribed hereby agree to serve on board the said Ship in the several capacities expressed against their respective names, on a voyage from Liverpool to Lisbon, St. Vincent, and any ports and places in South America, or wherever freight may offer, and back to a final port of discharge in the United Kingdom, or for a term not to exceed six months.

And the said Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in every thing relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore; in consideration of which Service to be duly performed, the said Master hereby agrees to pay to the said Crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the regulations authorized by the Board of Trade, which in the paper annexed hereto are numbered 1 to 22, inclusive, are adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That the said Crew shall wear the Ship's uniform when required; and no grog will be allowed.

In witness whereof the said parties have subscribed their names hereto on the days against their respective signatures mentioned.

Signed by GEORGE HUGH HARAM, Master, on the 18th day of January 1853.

The Authority of the Owner or Agent for the Advances mentioned below is in my possession.  
One Month.

M. RACKHAM,  
Dep't Shipping Master.

Signature of Crew.	Age.	Town or County where born.	No. of Register Ticket.	Ship in which he last served, and Port she belonged to.	Place and Time of Entry.	In what Capacity engaged; and if Mate, No. of Certificate (if any).	Time at which he is to be on board.	Amount of Wages per Month, Share, or Voyage.	Amount of Wages advanced on Entry.	Amount of Monthly Allowment.	Shipping Master's Signature or Initials.	Shipping Office or Home, No. (if any).
James Blow	30	Antrim	—	Olinda	Liverpool, 18 January	Competency 350 Mate	23 January	£ 13 0 0	£ —	£ s. d.	M. Rackham	
John Thos. Thearle	23	Plymouth	—	Rattler	Liverpool, 18 January	Competency 5849 2d Mate	23 January	9 0 0	9 0 0		M. R.	
David Soutar	33	Forfar	—	Olinda	Liverpool, 21 January	Competency 585 3d Mate	23 January	—	—		M. R.	
Wm. Henry Pearce	24	Cornwall	—	First Voyage	Liverpool, 21 January	Surgeon	23 January	0 1 0	—		M. R.	

Signatures of Crew.	Age.	Town or County where born.	No. of Register Ticket.	Ship in which he last served, and Port she belonged to.	Place and Time of Entry.	In what Capacity engaged; and if Mate, No. of Certificate (if any).	Time at which he is to be on Board.	Amount of Wages per Month, Share, or Voyage.	Amount of Wages advanced on Entry.	Amount of Monthly Allotment.	Shipping Master's Signature or Initials.	Shipping Office or Home No. (if any.)
Wm. Alfred Sparrow	24	Wolverhampton		First Voyage	Liverpool, 23 January	Purser	23 January	£ 0 1 0	—	£ s. d.	M. Backham.	
Robert Donald	16	Ayr		Olinda	Liverpool, 18 January	Barkeeper	23 January	4 0 0	—		M. R.	
Francis Moffatt	29	Yarmouth		Olinda	Liverpool, 18 January	Carpenter	23 January	7 0 0	7 0 0		M. R.	
John x Richards	28	Falmouth		Fingal	Liverpool, 18 January	Boatswain	23 January	5 5 0	5 5 0		M. R.	
Edmund x Mason	28	Bridgwater		Ellen	Liverpool	Boatswain's Mate	23 January	4 5 0	4 5 0		M. R.	
Thomas x Light	26	Jersey		Mary Sprat	Liverpool, 18 January	Quartermaster	23 January	4 0 0	4 0 0		M. R.	
James Patterson	27	Kirkwall		Mermaid	Liverpool, 19 January	Quartermaster	23 January	4 0 0	4 0 0		M. R.	
William Dompney	37	Dublin		Olinda	Liverpool, 21 January	Quartermaster	23 January	4 0 0	4 0 0		M. R.	
Le Grace	38	Emskirk		Lady Eglinton	Liverpool, 21 January	Quartermaster	23 January	4 0 0	4 0 0		M. R.	
John Williams	28	Liverpool		Olinda	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
Maurice Jones	24	Wrexham		Brazilian	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
James x McFadyen	44	Greenock		Olinda	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
Richard Prior	28	Liverpool		Wm. Carey	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
William Bell	33	Liverpool		Windsor	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
Charles Jackson	30	London		Fingal	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
James x Light	20	Jersey		Mary Sprat	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
Charles x Naman	26	Sweden		John Ravel	Liverpool, 18 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
Edward Crane	23	Liverpool		Leonard	Liverpool, 19 January	Seaman	23 January	3 15 0	3 15 0		M. R.	
William Stewart	17	Campbeltown		Marchmont	Liverpool, 18 January	Ordinary Seaman	23 January	2 0 0	2 0 0		M. R.	
Daniel Coleman	16	Galway		Maurice	Liverpool, 18 January	Ordinary Seaman	23 January	2 0 0	2 0 0		M. R.	
Francis x Scott	17	Annan		Newland	Liverpool, 18 January	Ordinary Seaman	23 January	2 0 0	2 0 0		M. R.	
Charles Clarke	15	Liverpool		First Voyage	Liverpool, 23 January	Ordinary Seaman	23 January	0 1 0	—		M. R.	
Richard Dickinson	15	York		First Voyage	Liverpool, 23 January	Ordinary Seaman	23 January	0 1 0	—		M. R.	
Michael McHale	15	Liverpool		First Voyage	Liverpool, 23 January	Ordinary Seaman	23 January	0 1 0	—		M. R.	
Hugh Quinn	14	Liverpool		First Voyage	Liverpool, 23 January	Ordinary Seaman	23 January	0 1 0	—		M. R.	
Robert Patterson	38	Greenock		Olinda	Liverpool, 18 January	1st Engineer	23 January	16 0 0	—		M. R.	
James Thompson	23	Inverkeithing		Olinda	Liverpool, 18 January	2d Engineer	23 January	13 0 0	—		M. R.	

Signatures of Crew.	Age.	Town or County where born.	No. of Register Ticket.	Ship in which he last served, and Port she belonged to.	Place and Time of Entry.	In what Capacity engaged, and if Mate, No. of Certificate (if any).	Time at which he is to be on Board.	Amount of Wages per Month, Share, or Voyage.	Amount of Wages advanced on Entry.	Amount of Monthly Allowment.	Shipping Master's Signature or Initials.	Shipping Office or Home No. (if any.)
Andrew Limdey -	30	Lanarkshire	-	Margaret - Glasgow	Liverpool, 18 January	3 Engineer	23 January -	£ 10 0 0	£ 10 0 0	£	M. Rackham.	
John Mair -	26	Lanarkshire	-	Avon - London	Liverpool, 19 January	4 Engineer	23 January -	8 0 0	8 0 0	0	M. R.	
George Robertson -	32	Aberdeen	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Charles Rennie -	34	Leith	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
William Barry -	37	Glasgow	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Archibald x Ferguson	24	Edinbro'	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Andrew Hampton -	40	Dundee	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
John Neil -	32	Renfrew	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Archibald Buchanan	42	Glasgow	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Thomas x Allan	29	Glasgow	-	Asia - Glasgow	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Allan Baney -	32	Port Patrick	-	Tiber - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Malcolm Smith -	21	Argyle	-	Olinda - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
James Pollock -	23	Edinbro'	-	Pelican - Cork	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
John Grant -	26	Ayr	-	Asia - Glasgow	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
William x Weir	22	Glasgow	-	Canada - Glasgow	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Thos. Baldrens -	30	Edinbro'	-	Phoebe - Liverpool	Liverpool, 18 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Maurice Fitzgibbon -	34	Cork	-	Blenheim - Belfast	Liverpool, 19 January	Fireman	23 January -	4 15 0	4 15 0	0	M. R.	
Thos. Wood -	36	Bristol	-	Arabia - Glasgow	Liverpool, 18 January	Steward	23 January -	9 0 0	9 0 0	0	M. R.	
Daniel Robinson -	30	Cumberland	-	Marco Polo - Liverpool	Liverpool, 18 January	Steward	23 January -	5 0 0	5 0 0	0	M. R.	
Patrick Lestrage -	31	Dublin	-	Olinda - Liverpool	Liverpool, 18 January	Steward	23 January -	4 0 0	4 0 0	0	M. R.	
James Riely -	20	Limerick	-	Asia - Glasgow	Liverpool, 18 January	Steward	23 January -	3 10 0	3 10 0	0	M. R.	
Joseph Whittle -	25	Lancashire	-	Brasilica - Liverpool	Liverpool, 18 January	Steward	23 January -	3 10 0	3 10 0	0	M. R.	
John Savage -	20	Down	-	Margaret - Glasgow	Liverpool, 18 January	Steward	23 January -	3 0 0	3 0 0	0	M. R.	
Cornelius T. Collins -	25	Cork	-	Marco Polo - Liverpool	Liverpool, 18 January	Steward	23 January -	4 0 0	4 0 0	0	M. R.	
Daniel Breaky -	29	Belfast	-	Genora - Glasgow	Liverpool, 18 January	Steward	23 January -	3 0 0	3 0 0	0	M. R.	
Thos. Parry -	22	Oswestry	-	Canada - Glasgow	Liverpool, 18 January	Steward	23 January -	3 0 0	3 0 0	0	M. R.	
James Allen -	23	Kent	-	Livorno - Glasgow	Liverpool, 18 January	Steward	23 January -	3 0 0	3 0 0	0	M. R.	
David Christie -	37	Perthshire	-	Britannia - Glasgow	Liverpool, 18 January	Baker	23 January -	6 0 0	6 0 0	0	M. R.	
John Creer -	25	Liverpool	-	First Voyage -	Liverpool, 18 January	Butcher	23 January -	5 0 0	5 0 0	0	M. R.	
Smith Jackson	48	Cavan	-	First Voyage -	Liverpool, 18 January	Cook	23 January -	8 0 0	8 0 0	0	M. R.	
James x Cunningham	22	Belfast	-	Canada - Glasgow	Liverpool, 18 January	Cook	23 January -	4 0 0	4 0 0	0	M. R.	
Robt. x Mitchell -	25	Dublin	-	India - Whiteby	Liverpool, 18 January	Ship Cook	23 January -	4 10 0	4 10 0	0	M. R.	
William Wood -	25	Holywell	-	First Voyage -	Liverpool, 19 January	3d Cook	23 January -	3 0 0	3 0 0	0	M. R.	
Robt. Williams	20	Parsonstown	-	Olinda - Liverpool	Liverpool, 19 January	Boatswain	23 January -	3 0 0	3 0 0	0	M. R.	

# REPORT

OF AN

INVESTIGATION into the Loss of the "OLINDA," of  
Liverpool, made under the direction of the Board  
of Trade, by Captain W. H. WALKER.

---

---

Presented to both Houses of Parliament  
by Command of Her Majesty.

---

---



LONDON:  
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty.  
For Her Majesty's Stationery Office.

**REPORT**  
**OF AN**  
**INVESTIGATION**  
**INTO THE**  
**LOSS OF THE “TAYLEUR,”**  
**OF LIVERPOOL,**  
**MADE UNDER THE DIRECTION OF THE**  
**BOARD OF TRADE,**  
**BY**  
**CAPTAIN W. H. WALKER.**

---

**Presented to both Houses of Parliament by Command of Her Majesty.**

---



**LONDON:**  
**PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,**  
**PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.**  
**FOR HER MAJESTY'S STATIONERY OFFICE.**

**1854.**

[1720]

## CONTENTS.

---

<b>REPORT</b>	-	-	-	-	-	-	-	-	-	-	<b>Page.</b>
											<b>3</b>
<b>EVIDENCE.</b>											
<b>WITNESSES EXAMINED.</b>											
John Nichols, passenger	-	-	-	-	-	-	-	-	-	-	7
Lt. Prior, R.N., Assistant Emigration Officer, Liverpool	-	-	-	-	-	-	-	-	-	-	8
John Frazer, Carpenter	-	-	-	-	-	-	-	-	-	-	9
Archibald McLean, Able Seaman	-	-	-	-	-	-	-	-	-	-	10
Hugh David Cowan, 3rd Mate	-	-	-	-	-	-	-	-	-	-	11
Michael Murphy, 1st Mate	-	-	-	-	-	-	-	-	-	-	12
John Noble, Master	-	-	-	-	-	-	-	-	-	-	15
Copy of the Depositions taken before the Coroner of the County of Dublin	-	-	-	-	-	-	-	-	-	-	15
List of the Crew	-	-	-	-	-	-	-	-	-	-	17
Letter from the Owner	-	-	-	-	-	-	-	-	-	-	18
Statement of John Walsh, Agent for Lloyd's, and Receiver of Droits of Admiralty	-	-	-	-	-	-	-	-	-	-	19



## REPORT.

TO THE RIGHT HONOURABLE THE LORDS OF THE COMMITTEE OF  
PRIVY COUNCIL FOR TRADE.

MY LORDS,

Pursuant to directions received from your Lordships that I should hold an enquiry into the circumstances attending the wreck of the ship "Tayleur," I lost no time in leaving London; and reached Dublin on the 24th ultimo, about noon; being little more than twenty-four hours after the news of the loss of the vessel had reached the Board of Trade.

I placed myself in immediate communication with Mr. Davis, the County Coroner, and went with him to the police office to ascertain if any intelligence had been received from the wreck, and was informed that several bodies had been washed on shore at Lambay, but the boisterous state of the weather prevented any of them being removed from the island until the 26th. On the next day an inquest was held at Malahide—the bodies of Edward Hewley, the second mate, and a child belonging to the surgeon of the ship, Mr. Cunningham (who had perished), were identified, and a jury, composed of some of the most respectable inhabitants of the neighbourhood, assembled, and gave great attention to the evidence.

I attended this inquest until its termination on the 30th, and received every assistance from the Coroner, who requested me to put any questions I pleased to the witnesses, which I occasionally did in consequence of there being no nautical person present to explain parts of the evidence.

On my first arrival in Dublin I ascertained that a passenger saved from the vessel was in the Jervis Street Hospital. I proceeded there and took his depositions.

On the morning of the 31st, I summoned witnesses to attend me at the Custom House, the Collector having given a room for my investigation. I was employed until the 2nd instant in receiving their testimony, which was taken upon oath.

Having carefully considered the evidence, I have now the honour to report for Your Lordships' information:

That the new ship "Tayleur" belonged to Messrs. Charles Moore and Co. of Liverpool, was classed A 1 at Lloyds, registered 1979 tons, and was by the old measurement 1640 tons, the draft of water, as stated by the master, was 17 feet forward and 18 feet 3 inches abaft. Her crew consisted of 56, including the commander and three mates, but there were 70 names on the ship's articles, or stewards having been engaged to attend the passengers, receiving for wages one shilling a month, with permission to remain behind in Australia; and there appear to have been 13 saloon and 445 steerage passengers, making a total of 528 persons.

The ship was constructed of iron, and divided into five distinct water-tight compartments, each having a separate well and sounding pipe; her length on deck was 234 feet, and her extreme breadth about 39 feet; she had three decks permanently laid, and a round house 40 feet long, and appears to have been a strong, well built ship, and abundantly equipped with stores for her intended voyage, having been inspected and approved by Lieutenant Prior, R.N., the assistant emigration officer, who reported that every thing was on board in accordance with the provisions of the Passengers' Act, and granted a certificate to that effect.

The "Tayleur" left the Mersey on Thursday the 19th of January, at noon and about 7 or 8 p.m., having arrived between Point Lynas and the Skerries, the pilot left the ship, but previous to his doing so, the captain had remarked that there was a difference of half a point in the compass. The wind at this time was S.S.W., the ship on the port tack, and the weather tolerably fine; they had one reef in the topsail. The breeze now freshened quickly, and by nine o'clock it was blowing a strong gale, and it became necessary to reduce sail to close reefed topsails; this was a work of labour, and not accomplished until three or four o'clock in the morning.

It must be taken into consideration that the "Tayleur" had only been about twelve hours from port. The running rigging and sails were new, and of course more difficult to work than they would have been after being in use for a little time; the officers and crew were strangers to each other—generally the case at the commencement of the voyage; but, allowing for all these difficulties, there must have been great blame or inefficiency somewhere.

Captain Noble, in his evidence, states that the reef tackles were foul, and that it took a long time to clear them; that the boatswain and some three or four of the men were suffering from the effects of drunkenness, and had stowed themselves away to escape their duties. Certain it is, that, during these six hours, the crew were employed in reducing sail and taking two reefs in the topsails; that the main topsail was split, and the ship must have been drifting bodily to leeward; and Mr. Nichols, an old sailor, one of the passengers, states that the sails were flapping all night, and if the canvas had not been new, they would all have been blown to pieces. This, I think, will sufficiently account for the alarm felt by the passengers not accustomed to shipboard, as, during the same time, the night was dark and stormy and the ship lurching heavily in the sea.

On Friday, the gale continued from the southward, moderating at intervals, which enabled them to make more sail; the crew was employed in putting things into their places, and occasionally wearing ship; and through the exertion of the master and his officers, the men appear to have been more active and efficient in their duties.

It is stated that about four o'clock on Saturday morning, the Skerries Light was in sight, bearing S.W. about twelve miles, not very far from the place the pilot had quitted the ship on Thursday evening. The wind is now described as being more moderate and backing to the S.S.E., which enabled the ship to make a S.W. by W. and S.W. course. Up to eight A.M. this day we hear of no further complaints of the compasses; and the captain states that he saw the Calf of Man Lights and returned to the Skerries, and his calculations were apparently correct; but now it was discovered that there was a difference of one and a half and two points between the compass before the helmsman and that in front of the poop, and that the one fixed on the skylight, between the two, was so sluggish that it would not act at all; other cards were put into the foremost binnacle, but the result was the same, and even shewing a greater discrepancy; the master attributed this to the influence of the chain mizen topsail sheets, and acted upon the supposition that the compass before the wheel was correct.

The ship apparently continued to steer S.W. and S.W. by S., but the wind increased, and by eleven o'clock the ship was under close reefed fore and mizen topsails, double reefed main topsail and foresail, and the supposed position was Wicklow Head, W. by S. twenty miles. The weather had been thick and hazy up to about half-past eleven, when the wind shifted suddenly to the S.S.W., the weather clearing a little at the same time, and the land was seen on the lee beam and extending to about two points on the weather bow, and supposed to be three or four miles distant (which, in my opinion, could not have been the case). They tried to wear the ship off the land, but not succeeding, the two anchors were let go, the chains broke and the ship drifted broadside on to the rocks. And now the greatest confusion prevailed; many jumped on the rocks,—some lost their lives in the attempt; the master appears to have been cool and collected, and, by placing spars and ropes from the ship to the shore, enabled many to save their lives. The spritsail yard was overhanging the rocks, and a rope being attached, most of the crew got on shore by it; but I regret to say, that out of about 100 females, only three were preserved. The ship continued to roll heavily against the rocks for a little time, when a sea broke over her, carrying everything before it, and the unfortunate "Tayleur" went down stern foremost; and, by this sad calamity, out of 528 persons, 290 met with a watery grave, the master being the last person who left the vessel.

From a careful consideration of the evidence, I am of opinion that the loss of the "Tayleur" was occasioned by the master making his calculations and placing his position on the chart, upon the supposition that the compass before the helmsman was correct. He was aware there was a difference of two points between the compasses, but he knew not which was in error; and I further think the wreck of this vessel might have been prevented, had the master taken the precaution of using his lead. He had the Admiralty chart on board and looked at it every

hour, and the soundings must have stared him in the face. I put the following question to him :—

“ Such being the case, do not you think you were wrong in not trying for soundings?—I think I did wrong, and this will be a warning to me in future.”

And Lieutenant Prior, R.N., a very intelligent officer, who, for three years, commanded a packet conveying the mails between Liverpool and Dublin, states, “ I have run between the Bell-buoy and Kingstown by my soundings.”

My enquiry having elicited the particulars of the wreck, I beg to observe, that it appears strange to me that the owners of an iron ship with iron masts, who spared no care nor expense in fitting her for sea, should have omitted taking the necessary precaution of ascertaining the local disturbance of the compasses, by swinging the vessel after the stores and equipments were on board; this operation having been performed two months prior to sailing, and before the cargo was taken in.

The number of instances in which vessels have been lost by the compasses being in error, renders it desirable that more care should be bestowed on this subject; and it is extraordinary that the commander of the “*Tayleur*,”—who holds a first class certificate, and who, in consequence of having passed such an excellent examination, was recommended by the Liverpool examiners as an excellent officer—should have proceeded to sea, unprovided with an azimuth compass—and should have started in an iron ship on a voyage to the southern hemisphere, where the compasses might have been differently affected, without the means of ascertaining with accuracy the error of his compasses; more specially when he admits in evidence that he had carte-blanche from the owners to procure everything he wanted. And I beg to suggest to your lordships whether it might not be desirable for the Emigration Commissioners, in addition to the excellent instructions now issued to their officers, that they should require every vessel coming within the provisions of the Passengers’ Act, to be provided with that necessary and valuable instrument—an azimuth compass; and that all iron ships and steamers should have their compasses adjusted, the deviation ascertained, and a card with a table of errors produced before the vessel proceeds to sea.

Before closing my Report, I consider it necessary to advert to the crew of the vessel, and to state that I do not consider the “*Tayleur*” was sufficiently manned. By the articles it appears there were three mates, one surgeon, two carpenters, one boatswain, and one sailmaker, besides twenty-one stewards and cooks; but of the crew to work the ship, only twenty-two able seamen, thirteen ordinary seamen, and six boys, making forty-one in number. With the large number of passengers, the cooks and stewards (most of the latter had not been to sea before) would be fully occupied in attending to them.

It is stated by the master and his officers that after the first night the crew of the “*Tayleur*” (British and foreign) did their work very well, and I do not consider they are in any way implicated in the loss of the vessel. The instructions given to the emigration officers are, that in ships not under contract with the Commissioners they are, as regards manning, to comply with the usages of the port, and at Liverpool, as stated by Lieutenant Prior, three to the 100 tons are considered sufficient; now it should be understood that this is upon what is usually denominated the old measurement, which is a fallacy entirely, as will appear by the following statement as regards the “*Tayleur*.” She was by the old measurement (see owners’ letter) 1640 tons, but by the existing law, under which she was registered, 1979 tons, and is supposed to have been of the actual burthen of 3500 tons and upwards. She had on board at the time of sailing 2516 tons, besides accommodation for 472 passengers, and it will be seen by the evidence of the carpenter that she had heavy masts and yards, to manage which she would have (supposing all to be on duty) only 21 men and boys in a watch. When it is remembered that this ship had to go a long voyage, to pass through the tropics, and then to encounter bad weather in a high latitude, where in all probability some of the men would be on the sick list, I think that three men to the 100 tons, as now calculated, are insufficient. Where vessels merely carry cargo it is for the owners and underwriters to manage their own business, but where emigrant passengers are carried, I presume they have a right to expect some protection from the Government. The Emigration Commissioners require four men to the 100 tons for vessels under contract, and I respectfully suggest that this rule should be applied to all emigrant ships, in accordance with the 25th section of 15 & 16 Vict. cap. 54.

Before concluding my Report, I think it right to observe that, attributing, as I do, great neglect and want of caution to the master, it is only an act of justice to Captain Noble to state, that from the time the vessel left Liverpool, until she struck upon Lambay, he appears to have been most active and energetic in his duties, seldom leaving the deck, and after the wreck he did all in his power to assist the passengers, and did not relax his endeavours until the ship sunk under him and he had to swim in shore for self-preservation; also during the inquiry he evinced the greatest desire to give every information required of him, and gave his evidence in a straightforward manner, without a wish to disguise or conceal anything. His certificate of competency was lost in the ship, and it is for your Lordships' consideration to determine whether a renewed one should be granted or not, as without that document he must remain unemployed as a master of a British foreign-going ship.

Appended to my Report is a letter from Mr. Walsh, Lloyd's agent, who is also the Receiver of the Droits of Admiralty. His conduct is deserving the highest commendation, for immediately the tidings reached him of the sad disaster he hired a steamer on his own responsibility and proceeded to the wreck, and succeeding in bringing to Dublin 286 of the survivors, who were in a great state of destitution, and then saw their wants and comforts attended to.

On the meeting of the directors of the City of Dublin Steam Packet Company, they, with their usual liberality, released Mr. Walsh from the engagement he had made to pay 25*l.* for the steamer, and they also placed extra men and boats on board the vessel to expedite the embarkation of the sufferers.

Having noticed several remarks in the papers respecting the foreigners on board the "Tayleur," it may be necessary to observe, that they numbered fourteen, and by the evidence of the master and mates, they had every reason to be satisfied with their behaviour.

I have the honour to be,  
Your Lordships' humble and obedient servant,  
W. H. WALKER.

Dublin, February 6th, 1854.

---

# MINUTES OF EVIDENCE

BEFORE

CAPT. W. H. WALKER, OF THE NAVAL DEPARTMENT OF THE BOARD OF TRADE,

AT THE

COUNCIL OFFICE, WHITEHALL.

*First Day.—26th January, 1854.*

The evidence of JOHN NICHOLS, a native of Cawsand Bay, Devonshire, taken upon oath, at the Infirmary, Jervis Street, Dublin.

*John Nichols.*

*26th Jan. 1854.*

I went to sea on board Her Majesty's ship "Valorous," in the year 1821, and continued on board of her for three years and four months, in the capacities of boy and seaman, since which time I have been employed in the fishing trade out of Plymouth, as master and owner of different fishing vessels.

I was a cabin passenger by the "Tayleur," I came round from Plymouth to Liverpool and joined her the day she came out of the dock, and she sailed on Thursday the 19th instant.

1. State, to the best of your recollection, what took place from that time till the vessel was wrecked?—We commenced getting the anchor about eight o'clock in the morning. The crew being insufficient the passengers were obliged to assist, and I suppose it was four hours before the anchor was catted; the steamer then took us in tow and the wind was favourable, and the pilot left the ship in the steamer about six o'clock p.m. off a light which I heard the sailors say was Point Lynas. When we got abreast of Holyhead the breeze freshened very fast, when it was necessary to shorten sail, but in consequence of the weakness of the crew they were the whole night about it. I came on deck occasionally; the sails were always flapping about, and would have been knocked to pieces had not the canvass been new. I think the wind was about S.W. when we were on the port tack. About eight o'clock on Friday morning I went aft to the wheel, and heard the captain say to one of the crew, "You could not be got up last night, my customer." During Friday the wind was blowing strong, and we were under close reefed topsails, occasionally we had a staysail set. I had a boat which was suspended from the starboard davits, seventeen feet long. The boatswain's mate said, "I saw your boat three times in the water during the night." I, therefore, asked the chief mate if he would allow me to get her in; he said that the crew were not able to do it, but that if I could get any of the passengers I was at liberty to do so. There was a small steam boat stowed on deck (which they said weighed fifteen or twenty tons), abreast the main rigging, and which appeared to give the ship great list to starboard. I got my boat in, and turned her keel upwards. Between 10 o'clock and noon, the ship was wore round on the starboard tack. She continued so till about 10 p.m., when she was again put on the port tack; there was not a great deal of sea on her. She was tolerably quick until about daybreak on Saturday morning, when my fellow passenger, Ryder, who had been on deck, came down, and I asked him what they were doing up on deck; he said the weather was fine and the captain was making sail, and the ship was laying her course down channel. I asked him how her head was; he said he had not looked at the compass, but one of the sailors told him she was going W.S.W. I said, "That is not the course down channel, but more likely to fetch Dublin, and if the wind backs against the sun, he, (the captain,) would be very glad to take it in again." I then went upon deck and looked at the compass, and saw her head was W. by S.; at this time she was under double reefed topsails, courses, spanker, mizen staysail and foretopmast staysail to the best of my belief. I longed to speak to the captain, for I considered we had been too long upon the port tack, but I thought I should interfere with his duty if I did so. I suppose we were going six or seven knots then, for there was not a very heavy sea on.

2. Was the weather clear or thick at this time?—I suppose we could see about three or four miles, the captain was walking on the round house and appeared to look anxiously under the lee of the spanker as if he expected to see land. In consequence of some of the stewards being sick I was asked to assist in getting up the provisions for the passengers' dinner, and went into the hold to do so. I had been down about half an hour (this was about half-past eleven o'clock) when Henry Horrew, a fellow passenger from Devonport, came down and said, "John, here is land close on her lee." I heard the ropes running upon deck, and said to the purser, "I'll go up on deck and see what is going on." I did so, and saw the land close on our lee, forming a bay, and we were in the centre of it. The captain tried to wear the ship, but not going off so quick as he could wish, he brought her to the wind; they were a long time getting the sheets aft and bringing her to the wind. At this time the flood tide was also setting her into the bay, and the captain

*John Nichols.*

26th Jan. 1854.

finding there was no chance of weathering the point, ordered the sails to be clewed up and anchors to be let go. I was assisting to trail up the spanker; they told me the chains were broken, and the ships very soon struck the rocks under the starboard mizen chains, and then the greatest confusion took place on board, everyone trying to get ashore. The steward took the life buoy that was fastened to the rail, and put it round his shoulders. I then went along to the main chains which were full of people trying to get ashore. I watched the roll of the ship, and took off my shoes and waistcoat and sprang upon the rocks, and in so doing I dislocated my foot. I crawled up the rocks for fear the masts should fall upon me, and after remaining for about an hour, and seeing the vessel go down by the stern, I was carried to a cottage by some of the surviving passengers, until a cart came and took me with some others into a castle belonging to Lord Talbot. I remained there till the "Prince" steamer took me on Monday morning to Dublin, when I was removed to this infirmary, where I have experienced the greatest kindness.

3. After the vessel struck, did the captain and officers make any exertion to save the lives of the females and children and other passengers?—I heard the captain call out to the passengers, "You'd better stick to the ship."

4. How were the ship's boats stowed?—One on the davits on each quarter, three upon the deck before the mizen mast, bottom up, and the long boat on the cook house.

5. Could not the quarter boats have been made available for saving some of the lives?—I consider they would have been knocked to pieces, there was too much sea dashing against the rocks.

6. You state that the crew was very inefficient; what is your reason for supposing so?—Because they did not appear to know what they were about, there were a few good men who had the most of the work to do.

7. Were there many foreigners in the crew?—There were several, but I do not know how many.

8. Did they appear to understand the orders given?—Many did not, and would not come out when they were called.

9. Did you hear any complaints being made respecting the compasses?—I was at the wheel several times and heard no complaint.

10. Did there appear any difficulty in steering the vessel?—No, she steered very well; three spokes either way would alter the ship's head.

11. If she answered her helm so quick, how was it she would not wear when you were upwards of a mile from the land?—I was not upon deck when they were trying to wear, but some of the sailors told me they thought she would have gone clear if they had kept the helm up; but they had no foresail, which was against her.

12. How long was it from the time the man told you land was in sight till you went up on deck?—About a quarter of an hour.

13. What distance was the nearest land from the vessel, when you went up?—Less than a mile; and the flood tide was setting strong towards the land.

14. Was the lead occasionally hove as you neared the land, or at all during the passage?—I saw the lead line loose, but I do not know that the soundings were taken. I did not see any.

15. Was the log hove and the speed of the vessel ascertained?—I assisted the third mate in stretching the line; I believe it was marked, but there was no log ship attached to it.

16. To what do you attribute the loss of the vessel?—To being so many hours on the port tack in the Channel.

17. Is there anything more you wish to state?—I consider that I have lost the property I had on board, valued at 150*l.*, by the neglect of the captain in not going another tack, and the ship being provided with such a bad crew, and that the ship was not in a fit state to go to sea.

At six p.m. the Inquiry was adjourned.

### *Second Day—27th January.*

27th Jan. 1854.

*Captain Walker* proceeded to Malahide to attend the Coroner's Inquest, which did not terminate till the evening of Monday the 30th of January.

The Inquiry was resumed on Tuesday the 31st, at ten a.m.

### *Third Day.—31st January, 1854.*

*T. H. Prior.*

31st Jan. 1854.

The evidence of THOMAS HENRY PRIOR, Lieutenant R. N., Assistant Emigration Officer at the Port of Liverpool, taken on oath.

18. I believe the "Tayleur" comes under the Passenger Act?—She does.

19. Was it your duty to survey or inspect the ship? and, if so, state the nature of such survey or inspection?—It was. I have to see that the passengers are provided with proper space, their berths properly fitted, that the whole of the provisions and water is on board the ship, and that it is of proper quality; that the ship is properly found for her intended voyage; seeing that the passengers have no complaints, and to inspect with the

surgeon to see that there is no infectious disease among the passengers ; and in fact to carry out all the provisions of the Passenger Act.

19A. I think the Act requires that no passenger ship shall be cleared or allowed to proceed to sea until it shall be proved to the satisfaction of the officer from whom clearance may be demanded, that she is manned with a proper complement of seamen for the intended voyage ?—It does.

20. Do you consider the "Tayleur" had a sufficient number of seamen, and that she was in every way efficient to go to sea ?—I do.

21. Do you receive any instructions from the Emigration Commissioners as to the number of seamen to be carried in proportion to the size of the vessel ?—We are desired to comply with the usage of the port, but in large ships we consider three to the hundred tons sufficient.

22. In vessels chartered by the Commissioners, what number of men do they require ?—Four to every hundred tons.

23. It appears that the "Tayleur," by the old measurement was 1640 tons, and by the new, 1979 tons ; upon which of these do you make your calculation ?—By the old.

24. Can you inform me the number of men on board the "Tayleur," distinguishing able seamen, ordinary seamen, landsmen, and boys, that were on the ship's articles ?—The captain, three mates, boatswain, carpenter, sail-maker, steward, cook, twenty-six able seamen, eleven ordinary seamen, six apprentices, two passengers' cooks, two passengers' stewards, and fourteen additional stewards, to attend the passengers ; in all seventy persons.

25. Was it considered the duty of the fourteen additional passengers' stewards to be prepared to work the ship in case they should be required, and were they given to understand so ?—They are always informed that they are to do so, but they may not be required, as there was a sufficient crew without them.

26. Did you muster the crew the day before the vessel left the Mersey ?—I did, by the ship's articles.

27. From the appearance of the crew, did you consider they were in an able and efficient state to navigate the ship ?—I did ; and they were examined by the medical officer to see that they were in perfect health.

28. Do you knew the number of foreigners among the crew ?—I think there were twelve.

29. Could these men understand any orders that might be given by the captain and officers ?—I questioned them and they all appeared to understand English, except two Chinese, who understood it imperfectly ; but the captain stated that he could make them understand, as he had been accustomed to them.

30. How many of these twelve were able or ordinary seamen ?—They were all able seamen with the exception of these Chinese.

31. Should you, as a naval officer, have objected to have taken the command of the "Tayleur" on a voyage to Australia, taking into consideration the rigging and sails being new, with the crew that you inspected, and leaving the port in the month of January ?—I was so perfectly satisfied that I should not have hesitated for a moment to do so.

32. Had she the number of boats and life buoys required by the Act of Parliament, and was one of the boats fitted as a life-boat ?—She had six boats, two of which were fitted as life boats, and two life buoys.

33. Had these boats their oars, rudders, and plugs ready for use, so that they might be lowered immediately if required ?—The oars and rudders were in the boats, but I am not positive as to the plugs.

34. Do you make any inquiry as to the lead and log lines being ready for use ?—We ascertain if they are on board as well as the glasses.

35. Is it a part of your duty to ascertain if the compasses have been adjusted or if the ship has been swung ?—It is our duty to see that they are on board, and to ascertain that they have been adjusted, but we have no instructions on the subject.

36. I believe you commanded one of the contract packets carrying the mails, between Liverpool and Kingstown ?—I commanded the "Princess" from April 1844 to April 1847.

37. In making your passages I suppose you frequently had thick weather ?—Yes I had, very thick.

38. What was the practice you adopted in approaching the Irish Coast in thick weather, and were you in the habit of keeping your lead going ?—I always slowed the engines at least an hour before I thought I was approaching the Kirk Bank and entering Dublin Bay, and commenced sounding with my deep sea lead, and so continued until I made some land or entered the harbour of Kingstown.

39. Did you upon these occasions find your soundings a correct guide ?—I have run from the Bell-buoy to Kingstown harbour, by my soundings.

40. Do you consider that any master of a ship is justified, knowing that his compasses are in error, in beating about the channel, without taking any soundings ?—Certainly not.

*T. H. Prior.*

31st Jan. 1864.

The Evidence of JOHN FRAZER, Carpenter on board the "Tayleur," taken on oath.

*John Frazer.*

41. I believe you were the carpenter of the "Tayleur" ?—I was.

42. How long have you been at sea ?—Six and twenty years.

43. Where did you serve your time ?—At Workington in Cumberland.

B



*John Frazer.*

31st Jan. 1854.

44. When were you appointed to the "Tayleur"?—I was appointed in September last, and joined her the following month.

45. Did you ascertain before you started that the pumps and gear belonging to them were fit for use?—I did, and they were perfectly so.

46. How many boats were there belonging to the ship; enumerate them?—One long boat, three whale boats, which were all fitted as life boats, one pinnace, one gig—in all six boats.

47. I believe the "Tayleur" was an iron ship?—She was.

48. Had she any iron compartments; if so, how many?—Five.

49. Did these compartments go from the keelson up to the lower decks?—They did.

50. Was there a pump and sounding pipe to each?—There was.

51. In your opinion was she a strong built ship?—I never was in an iron ship before, but I believe her to have been so.

52. Was there a heavy sea on in the Channel?—There was.

53. Did the ship strain or make any water?—She made no water; we tried the pumps at No. 3 compartment and succeeded in getting only three or four buckets out of her, there being only nine inches in her hold.

54. Are you aware of anything having happened to the windlass, when you first attempted to weigh the anchor?—One of the chains attached to the lever broke, but I very soon put it to rights (in about twenty minutes), and then the windlass was as good as ever.

55. Did the master of the ship say anything to you about the compasses?—He ordered me to get fresh compasses up.

56. What time did he order you to do so?—On Saturday (the morning of the wreck), between eight and nine o'clock.

57. Did he assign any reason to you for wishing to change the compass cards?—He said, "Carpenter, I believe the compasses are incorrect; the one in the binnacle and that at the fore part of the poop are different."

58. Did you yourself examine them?—I did; the one before the man at the wheel was S.W., the other S.W. by W. westerly, I took the foremost one out and put in a fresh card, which, when steady, stood W. by S.  $\frac{1}{2}$  S.

59. When you found this great variance between the compasses, what did you do then?—I removed the card which I had put in, and substituted another which we had on board; this was a light card, and stood W.  $\frac{1}{2}$  S., finding that the card first removed was nearest to the one at the binnacle, we replaced it again.

60. Did you try any of these cards at the after binnacle?—No, we did not.

61. Have you ever been carpenter of a large ship before?—Yes; in several ships of 1000 tons, but none so large as the "Tayleur."

62. Can you tell me the lengths of your lower and topsail yards?—The extreme length of the main yard was 82 feet and the topsail 65.

63. Did you hear any complaints as to the behaviour of the crew?—None whatever.

64. Do you consider it a part of your duty to go aloft?—I do, in bad weather.

65. You had occasion to reef the topsails the same night the pilot left you; did you assist then?—I did, in reefing the fore-topsail.

66. Were you very long in so doing?—We were; but that was owing to the earing getting into the reef tackle, and we might have been an hour.

67. Did the men on the yard appear to understand their work?—They did.

68. From having been so many years at sea, you can form an opinion as to whether the crew was competent to work the ship?—I sincerely believe they were.

69. What water did the ship draw aft when you joined her?—About 18 feet.

70. You had then an opportunity of seeing the rudder; did it strike you to be sufficiently large for a vessel of that magnitude?—I think it was of the usual size, otherwise it would have struck me.

71. I understand the lines of the vessel were very fine?—They were; but it did not strike me that the rudder was out of proportion.

72. Did you find the ship very crank?—Not particularly.

73. You had a steamboat stowed on the starboard side of the upper deck, 45 feet long?—We had; 8 feet 6 beam.

74. Was her machinery in her, and the screw also?—It was.

75. What distance was she from the fore part of the poop?—About 10 feet.

76. Do you consider she was eight tons weight?—She might have been.

77. Did she appear to give a list to the ship?—No, Sir.

78. To what do you attribute the loss of the vessel?—I consider it was owing to the error in the compasses.

79. Is there anything further you wish to add, and are you positive that you heard no complaints respecting the men about doing their duty or skulking below?—I am positive I never heard any complaint, and I have nothing further to state.

*A. M'Lean.*

The evidence of ARCHIBALD M'LEAN, Able Seaman on board the "Tayleur," taken on oath.

80. How long have you been at sea?—Fourteen years.

81. When did you join the ship?—I joined her the day before she sailed.



82. Had any of the crew been shipmates with you before?—Four.
83. Were these men all able seamen?—They were.
84. Was the ship perfectly ready for sea, and her running gear all rove?—She was quite ready for sea.
85. Were the decks lumbered with stores or anything else?—No; but there might have been some of the luggage belonging to the passengers.
86. How long after the pilot left you was it, before you had to reef your topsails?—We took one reef in before the pilot left.
87. Had you to reef the same night after he left?—I don't recollect.
88. You had to reef two or three times before the vessel was wrecked?—We had.
89. Were they very long about it?—No, I don't think they were; the mizen topsail sheet gave way and the reef tackle got foul, so we had to clew the sail up and furled it.
90. You considered the ship's company perfectly competent for the work?—I consider we had a very good ship's company, but the weather was very bad.
91. Were you at the wheel during the time?—I was there from ten to twelve on Friday night.
92. Which tack were you on?—The port tack.
93. Do you recollect what canvass was spread then?—I don't recollect.
94. Did the ship appear to steer well?—It was blowing very hard, and the ship making so little way, that she carried the helm-a-lee.
95. Did you split any of the sails?—The main topsail.
96. Did you shift it?—It was split between the reefs; so we reefed the split part in and set the sail.
97. Was that at night?—It was.
98. Did it take you very long to do it?—It might have been something about an hour and a half, but I think we did it handy, considering the weather; we had all the hands upon deck.
99. Was the ship wore several times?—I don't remember.
100. Do you recollect seeing the Skerries Light?—No, I do not.
101. Were you on deck when land was first seen on Saturday?—I was, but don't recollect the time.
102. How did it bear?—On our lee beam.
103. How was the weather then?—It was very thick.
104. What distance do you suppose you were from land?—I can't form any idea.
105. How long was it after you first saw land before the vessel struck?—It might have been about three quarters of an hour; the weather cleared up when we were close upon it.
106. Did you hear complaints made of any of the crew skulking?—I did not.

*A. M'Lean.*  
31st. Jan. 1864.

The evidence of HUGH DAVID COWAN, third mate of the late ship "Tayleur," taken upon oath.

*H. D. Cowan.*

107. How long have you been at sea?—Four years and one month.
108. When did you join the "Tayleur"?—On the 11th or 12th of October last, I can't say which.
109. What time did the ship leave the river?—On Thursday the 19th of this month.
110. Will you state to the best of your recollections what took place from that time till the vessel was wrecked?—The pilot left in the steam tug on Thursday night, between seven and eight o'clock; we then made sail on the ship. Between eight and nine o'clock it came on to blow from about S.W., we then double reefed the mizen topsail, lowered fore and main, and took in the mainsail, after which the men were sent aloft to close reef the foretopsail, we then close reefed the main, and close reefed and furled mizen topsails, and then hauled the foresail up.
111. How long did it take you to reduce canvass to close reefs?—From between eight and nine p.m. till half-past three in the morning.
112. Do you know how the ship's head was during this time?—I was aloft assisting to reef the sails, the ship was on the port tack in the forenoon of Friday. I don't exactly remember the time we wore ship.
113. Did it take the ship a long time to go round?—It did. During the afternoon we were putting things into their places; one watch being below. At eight p.m. I came on deck; it was a fine clear night, the stars shining, and blowing fresh again. At 10 o'clock we wore ship; I don't remember how the wind was.
114. Was there any light in sight at that time?—The Calf of Man lights.
115. How do you know they were the Calf of Man lights?—The captain shewed them to me through his opera glass.
116. How did they bear?—I can't exactly say, but think it was between N.N.W. and N.W.
117. Had the wind moderated, and was the night still clear?—It was not blowing so strong; the night was still fine. We now made sail and set the spanker inner jib, and some staysails. I went below at midnight, and came on deck to keep the watch at four a.m. on Saturday morning, and found the reefed foresail and mainsail had been set; the morning was fine and little wind.

*H. D. Cowan.*

31st Jan. 1854.

118. How was she steering when you came up?—I looked at the compass and saw the head was W. by S.

119. Which compass?—That in front of the poop.

120. Did you examine that in the binnacle?—I did not.

121. Up to that time had you heard any remark about the difference in the compasses?—No, I had not; at half-past four the wind drew round to the southward and eastward, and the ship came up to S.W. by W. At five o'clock she came up a point and a half more; we then shook the reefs out of the courses, and two reefs out of the fore and mizentopsails, and one reef out of the maintopsail. Before the sail was properly set, the wind freshened and the weather became thick; at eight o'clock was blowing a gale and we reduced sail to double reefed maintopsail, close and reefed fore and mizen topsails and whole foresail and foretopmast staysail; by the time this was done it was ten o'clock.

122. Do you know how she was steering at this time?—I do not; between 10 and 11 o'clock I went aft to the poop, to give the cook his meat, and the captain told me to go to the binnacle to see how the head was. I told him; and then went forward and found there was a difference of one point between the two compasses.

123. How long was it after this that land was discovered?—At about twenty minutes to 12 o'clock I was in the cabin, and observed they were hauling the weather clue of the foresail up; I went out to render assistance and saw the land on the lee beam; the hands were then called up, and squared the after yards.

124. How fast was the ship going at this time?—About two and a-half to three knots.

125. How far do you consider the land was off when it was discovered?—About three or four miles; the helm being up, and the ship not paying off for a quarter of an hour, the captain gave orders to put the helm down, to brace up the after yards, and bring the ship to the wind; the spanker and staysails were then set, the fore tack hauled down, and hands sent to loosen the mainsail and jib. Finding the ship would not clear the land, we shortened sail, let go the main and foretopsail sheets and fore tack and sheets, and let go the port anchor, then the starboard one. The port chain went out to about sixty fathoms and broke, and the starboard to about 100 fathoms, and broke also; the ship then went broadside on to the rocks, the sea washed over abaft, and she soon went down, stern foremost; this was between 12 and one o'clock.

126. Were any means used by the captain to save the lives of the passengers after she struck?—Yes; several spars were put across from the ship to the rocks and many succeeded in sliding down to them.

127. How did you succeed in getting ashore?—The carpenter put a line on the end of the spritsail yard—myself and I suppose fifty others were saved by sliding down to the rocks.

128. How long was it from the time she struck the rocks till she disappeared?—About twenty minutes.

129. I believe you sailed with Captain Noble in the "Australia"?—Yes, I did; on a voyage of fourteen months, as third and second mate.

130. What is your opinion as to the efficiency of the crew you had on board?—I think they would have been a very good crew after being on board for a day or two.

131. Do you consider they were competent to perform their duty?—They were a long time the first night, as many of them had been drinking; on the second they did their work very well.

132. Did you hear any complaints made by the master and mate of the men skulking?—The mate said to me that four of the men were stowed away in the fore-castle—he then went with the captain to turn them out; this was on the first night.

133. Do you know whether these men were foreigners or not?—I do not.

134. Do you consider the foreigners behaved as well as the Englishmen?—I do.

135. Were soundings taken at any time?—I don't know.

136. I believe you marked the log line?—I did; it was done before the emigration agent passed the ship.

137. Did you heave the log during the voyage?—I hove it occasionally; sometimes the mate told me to do so.

138. To what do you attribute the loss of the vessel?—To the compasses being incorrect.

139. Could not the life boats have been made use of to save the lives of the passengers after the vessel struck?—The sea rushed into the stern windows and over the taffrail, carrying away the deck-house, boats, and everything on deck.

At the close of this witness's examination (four o'clock) the inquiry was adjourned to the next morning.

#### *Fourth Day.—1st February, 1854.*

Enquiry resumed at 10 o'clock a.m.

*Michael Murphy.*

1st Feb. 1854.

The evidence of MICHAEL MURPHY, Chief Mate of the late ship "Tayleur," taken on oath.

140. I am a native of St. Leonards, Wexford, and am twenty-seven years of age.

141. How long have you been at sea?—About eleven years.

*Michael Murphy.*

1st February 1854.

142. Have you been chief mate before?—I have; about two years and a half.
143. What certificate do you hold?—I have a master's certificate, having passed my examination at Liverpool.
144. When did you join the "Tayleur"?—The day after she reached Liverpool from Warrington.
145. Were you attending during the whole time she took her cargo on board?—I was.
146. Do you know the quantity of dead weight she had on board?—I believe she had about 2000 tons, dead weight and measurement together.
147. After the cargo was in, was there sufficient space left for the passenger's luggage?—There was.
148. Do you remember what water the ship was drawing when you joined her?—About 18 feet fore and aft.
149. When the ship was in the dry dock, did it appear to you that the rudder was the proper size for a vessel of that magnitude?—I frequently examined the vessel, but it never struck me that the rudder was any thing out of the common size.
150. You superintended the setting up of the rigging and preparing the ship for sea?—I did.
151. Were you satisfied she had every thing on board necessary for a voyage to Australia?—I never was in a ship better provided with stores.
152. When did the ship haul out of dock into the river?—On Saturday the 14th January.
153. Did you take any cargo on board from that time till you left?—We were employed taking in passengers' luggage and preparing her for sea, but did not take in any cargo.
154. What was the draft of water when the pilot took charge?—About 18 ft. 3 aft, and 17 ft. forward.
155. Do you consider the ship was in good sailing trim with that draft?—I do.
156. When did you engage your crew?—About a week before we sailed.
157. Were you present at the time to question the seamen as to their abilities?—I was employed on board the ship with Captain Noble to engage them.
158. Do you consider the ship to have been equipped in every way as she ought to have been, before she started?—I do.
159. Were the boats all ready for use?—They were.
160. How many life boats were there?—Three.
161. How were they stowed?—One on the davits on each quarter and the other on the skids.
162. What day did the tug take hold of you to tow you to sea?—On Thursday the 19th January, at I think about 10 o'clock a.m.
163. What was the state of the weather, and how was the wind then?—The weather tolerably fine, and a moderate breeze from the southward.
164. When and where did the pilot leave the ship?—Between six and seven p.m., somewhere between Point Lynas and the Skerries.
165. Did you hear any remark respecting a difference in the compasses, before the pilot left?—I did not.
166. State to the best of your recollection what took place from this time till the vessel was wrecked?—When the pilot left, we had the courses, topgallant sails and single reefed topsails; the wind being about S.S.W., and a fresh breeze, which increased very fast, when we were obliged to shorten sail to close reefed topsails and fore top-mast stay sail.
167. How long did it take you to bring the ship under that canvas?—We commenced eight o'clock and finished about four a.m.
168. What was the reason that you were eight hours in taking two reefs in your topsails and taking in your courses and upper canvas?—The reef tackle blocks and some of the gear got foul, and the canvass being new it was very difficult to handle.
169. Did you split either of your topsails?—We split the maintopsail between the head and the double reef, and reefed the torn part in.
170. Do you consider the men exerted themselves to do their work?—I do, with the exception of three or four who stowed themselves away.
171. Did you mention this to the master?—I did, and we then went and turned them out of the fore-castle.
172. Do you know how the ship's head was during the time?—About west, and we were on the port tack.
173. Will you state what took place from this time?—The weather continued the same; we wore ship, but I don't remember the hour. I recollect seeing the Calf of Man Lights about seven in the evening.
174. How do you know they were the Calf of Man Lights?—Because they were two revolving lights.
175. How did they bear?—I don't exactly know; they were on the lee quarter.
176. When was she wore round on the port tack again?—About  $\frac{1}{2}$  past 10 o'clock on Friday night; the weather was then fine and the stars shining, and the wind moderate. I went off deck at midnight, and came up again at four on Saturday morning; the weather was still fine, and at five o'clock I commenced making sail, by shaking two reefs out of the fore and mizen topsails, and one out of the main topsail, whole courses and staysails.

*Michael Murphy.*

1st February 1854.

177. Was there any sea on then?—No; the water was smooth.
178. Was any light in sight?—No; about seven the wind increased so fast, that we had to close reef the fore and mizen topsails, and take in the mainsail and staysails.
179. How was the wind at this time?—About S.E.; we were heading about S.W., and I believe she continued so till the land was seen, about 12 o'clock (noon) broad on her lee bow. I was taking in the foresail; the captain ran forward, and told me land was to leeward, and to call the hands out to wear ship, which was done immediately. We put the helm up, took in the after sail; I don't think she paid off one point—she was not going more than two and a half knots, and there was a heavy sea. The captain now gave directions to bring the ship to the wind, and to make sail. We succeeded in setting the foresail, spanker, and staysail; but finding it was impossible to clear the land, he ordered sail to be taken in as fast as possible, and to get ready the port anchor; the foresail and staysails were taken in, and the fore and main topsails partly clewed up. We then let go the port anchor and soon after the starboard one; the chain of the former ran to about seventy fathoms, and broke; that of the other to about 100 fathoms, and broke also. She then went broadside on to the rocks, the sea washed over the stern, sweeping the decks, and she settled down to stern, her bow being on the rocks; in about half-an-hour she went down altogether.
180. How did the passengers who were saved get ashore?—By means of spars and ropes which we put out for them.
181. How did you get ashore?—By a rope from the spritsail yard.
182. How many able and ordinary seamen and boys had you on board?—About twenty-three able seamen, eleven ordinaries, and six apprentices, besides the officers of the ship, the carpenter, boatswain, and stewards.
183. How many did you muster in crew altogether?—About seventy, including fourteen or fifteen passengers' stewards.
184. Is it customary for the passengers' stewards to be called on to assist in performing the duties of the ship?—It is not.
185. Were they called upon to assist in the "Tayleur"?—They were not.
186. Were any of the sailors drunk and incapable of duty when you started from Liverpool?—There were about four or five, but they were all at work the second night except the boatswain, and he was still suffering from the effects of intoxication.
187. Did the men work willingly, and were they, in your opinion, able to do the duty of the ship?—They worked willingly and were able to do their duty.
188. How many foreigners had you in the crew?—About ten or twelve, and I believe they were chiefly Italians, with the exception of two or three Chinese.
189. Was the log hove and reported to you when you had charge of the watch?—It was, by the third mate.
190. Was the deep sea line and lead upon deck ready for use?—The line was upon deck, and the lead must have been handy in one of the cabins.
191. Was there a hand lead on the line ready for use?—There was.
192. When did you first hear complaints about the compasses?—About Friday afternoon I observed a difference of about half a point between two of the compasses.
193. How many compasses had you?—Three.
194. State where they were placed?—One before the wheel, one on the skylight, and the other in front of the poop.
195. Were they adjusted, and did they all agree whilst in the river?—They were adjusted in the dock, and I believe they agreed when we started.
196. Was the ship swung to ascertain the local disturbance after everything was on board?—No.
197. Was she swung at all; if so, when?—She was swung about two months previous to any cargo being taken on board.
198. Were you furnished with a table of errors by the person who swung the ship?—I was not.
199. Was the ship furnished with an azimuth compass?—I never saw one.
200. Had you a barometer or sympiesometer on board?—We had both.
201. Do you know the number of chronometers you had?—Two.
202. Do you know what charts she was supplied with, and had you an Admiralty chart?—I had a blue backed chart of the Irish Sea, but not an Admiralty one.
203. Had you a sextant on board?—I had, one of my own.
204. You state that when you came upon deck on Saturday morning, the weather was fine and the stars shining; did it not strike you to take an altitude by the polar star?—No, it did not.
205. Do you know if any observation was taken from the time of leaving Liverpool?—I am not aware.
206. When did you first hear the compasses were a point and a-half or two points out?—On Saturday morning about eight o'clock.
207. In consequence of the difference of the compasses, I suppose, it made you very anxious about the course you were steering?—Yes, very anxious.
208. Such being the case, did it never suggest itself to you to take a cast at the lead?—I was so much occupied with the other duties of the ship that I did not think of it.
209. How did the ship generally steer?—Very well when she had any way upon her.

210. To what do you attribute her being so long in wearing?—To the great length of the ship, and her not having much weight in the water, and a heavy swell upon her. *Michael Murphy.*  
 211. Did you consider her a good sea boat in every way?—I think she was as fine a ship as ever went to sea. *1st February 1854.*  
 212. To what do you attribute the loss of the vessel?—To the error in the compasses.  
 213. Have you anything you wish to state further?—I have not.

The evidence of JOHN NOBLE, master of the late ship "Tayleur," taken on oath.

*John Noble.*

I am a native of Penrith in Cumberland, and am 29 years of age.

214. How long have you been at sea?—Since 1840.

215. Did you command any ship before the "Tayleur"?—I did; the "Victoria," to San Francisco; and the "Australia," to Australia, China, the West Indies, and United States, with a large number of passengers out, and 455 Chinese coolies from China to the West Indies.

216. What class certificate do you hold from the Board of Trade?—A first-class extra one, having passed my examination at Liverpool, on the 26th March, 1852.

217. Was the log book saved?—No.

218. Have you made any extract from memory?—I have, and which I now hand in. *(The document here handed in.)*

219. When were you appointed to the "Tayleur"?—On the 20th June, 1853, the day of my arrival in the "Australia."

220. Did you superintend the rigging and fitting-out of the ship?—I did.

221. Were you perfectly satisfied with her equipment, and had you stores of every description required for a long voyage?—I never was in a ship so well found.

222. Do you know what quantity of dead weight she had on board?—About 450 tons, consisting of iron, coals, and stone ballast.

223. When did the crew sign the articles?—Most of them on the 11th of January.

224. Did you select and examine them all as to their abilities?—I questioned every man and also saw the discharge which he had from his last ship; they were nearly all V. G.'s.

225. When did they join the ship?—The day we hauled out of the dock, the 14th January.

226. So they were on board for three or four days before you left the river?—They were.

227. Were you satisfied with them during that time?—Yes, perfectly.

228. Did you see the ship in the dry dock, after she came to Liverpool?—I did.

229. When you examined the rudder of the vessel did it strike you as being out of proportion?—I did not notice anything particular about it.

230. What was the draught of water when you started?—Seventeen feet forward; 18 ft. 3 in. aft.

231. Was that about the trim you wished to go to sea?—It was.

232. How many boats had you?—Six; out of which three were life-boats, and all were ready for use.

233. Did the emigration officer inspect the ship before she started?—He did.

234. Have you his certificate?—No, it is lost with the ship.

235. As the commander of a new ship of 1900 tons going to sea in the month of January, when you might expect blowing weather in the Channel, and having under your charge upwards of 500 souls, were you perfectly satisfied that the ship was sufficiently manned to encounter bad weather, and in every way equipped as she ought to have been?—I was perfectly satisfied; the owners having left to my discretion the selection of the crew and number, and permission to get any stores I required.

236. What day and hour did you leave the river for sea?—On Thursday the 19th between 11 and 12 o'clock, a.m.

237. What was the state of the weather?—It appeared fine; and the barometer was about 29.80.

238. About what time did the pilot leave the ship?—Between 7 and 8 o'clock, between Point Lynas and the Skerries, both lights being in sight at the time.

239. Previous to this, had you observed any difference in the compasses?—I had, and compared them with the pilot, and found a variance of about half a point.

240. Will you describe to the best of your recollection what took place from the time the pilot left you till the vessel was wrecked?—When the pilot left, the breeze was freshening fast from the S.S.W.; by 9 o'clock it was blowing a complete gale of wind, and we reduced sail as fast as possible, which occupied us till 3 o'clock in the morning, when the ship was under three close-reefed topsails, and fore and main topmast staysails. We stood on the westward until, I think, 8 a. m., when we wore ship; from this time till noon it was blowing very hard, when we experienced a tremendous squall, which almost threw the ship on her beam ends, which split both the fore and main topmast staysails; after this the wind moderated a little. We again wore to the westward; the ship lay about W. S. W. at 6 p. m.; strong gales; wore ship again, and stood to S. S. E.; the Calf of

*John Noble.*

1st February 1854.

Man lights in sight. At 8 p. m. the wind again moderated, and at 10 p. m. sighted the Skerries. At 11, wore ship again, wind S. S. W., moderate breezes, with heavy rolling sea. At 3 a. m. on Saturday, light breezes and hazy weather; set the courses at 3.45, lost sight of the Skerries, light wind S. S. W., and the ship was going about two knots; at 4.30, it cleared, and we made sail; single reefed topsails, staysails, &c.; ship now going four knots; W. by S. at 5, the wind S. by E., ship heading W. S. W. and S. W. by W.; at 6, fine breeze, with stormy appearance, the barometer still low, ship going about six knots; at 7, a strong wind from S. S. E., ship heading S. W.; at 9, ship heading S. W. by S., running eight knots; at 10, wind fast increasing to a gale; close reefed fore and mizen topsails, and double reefed the mainsail; at 11, ship heading S. W. by S., rate five knots. At 11.30, the wind suddenly shifted to S. S. W., and the weather cleared a little; saw the land lee beam and extending to about two points on the weather bow, the point to be cleared bearing about N. W., distant three to four miles; attempted to wear ship and lowered the after sails, but she would not pay off. The helm had been up about fifteen minutes; brought ship to the wind again, and made sail as quick as possible to get way upon her to stay, but owing to the fury of the gale and high sea could not get way on her. During the whole of this time the ship was fast driving towards the land. Finding all efforts to save the ship with sail of no avail, let go the anchors and clewed up the sails as fast as possible, when both cables parted, and the ship drifted upon the rocks at about 12.30.

241. Did you do all in your power to assist the females, children, and other passengers, and what means did you adopt for saving their lives?—The ship was so near the rocks that we placed some spars from her to them.

242. How did you get ashore?—I swam from the ship to the rocks after she sunk.

243. Did the ship first cant in towards the rocks?—She did.

244. This enabled you to place the spars to the rocks?—It did.

245. I suppose, had she canted-out towards seaward, every soul on board would have perished?—I think so.

246. Or, if the accident had happened at night instead of the day time?—Yes.

247. Was it possible to have made use of your life boats to have saved any of the people?—Quite impossible.

248. Out of the 472 passengers on board, how many were saved?—240 were saved; 232 were drowned.

249. And out of a hundred females, I believe only three appear to have been saved?—I believe so.

250. From the crew of fifty-six, how many?—Fifty were saved.

251. I believe your crew all told amounted to about seventy, including fourteen passenger's stewards?—Yes, it did.

252. Is it customary for these stewards to be called upon to do any of the duty of the ship?—It is not.

253. Were they called upon to assist in the "Tayleur"?—They were not.

254. I perceive in the articles the wages are put down at 1s. a month, and therefore presume they were working their passage out?—They were; but previous to starting, I gave them to understand that, should their services be required, they must give them.

255. Were any of the sailors drunk when they came on board?—Three or four; but they were all at work and doing their duty the second night, except the boatswain.

256. Did the men work willingly, and were they in your opinion able to do their duty?—They gave me satisfaction.

257. Did the foreigners behave as well as the others?—They did.

258. When did you first become alarmed about the compasses?—On Saturday morning, about eight o'clock, I perceived in two of them a difference of a point and a-half, and immediately sent for the carpenter to bring up two spare cards, and substituted one for that in the foremost binnacle, when that shewed a difference of two points, and the third also shewed the same difference.

259. As there was such a great discrepancy between the two, which of them did you suppose to be correct?—The one before the helm.

260. What reason had you for supposing so?—I thought the chain mizen topsail sheets might have influenced the one in front of the poop, it was about four or five feet from the compass.

261. By whom were they adjusted?—By Gray, of Liverpool.

262. I suppose they were adjusted by magnet?—They were.

263. Did they all agree whilst in the river before starting?—They did; I believe so.

264. When was the ship swung to ascertain if there was any local disturbance?—About the month of November.

265. Were you furnished with a table of errors?—I was not.

266. Did it not occur to you, in command of a large iron ship, with iron fore and main masts, to ascertain if the compasses were correct after all your cargo and stores were on board, previous to putting to sea?—I reported to the owners that such precaution was necessary, and they sent Mr. Gray to examine them, and to see they were correct, previous to our leaving, which he did a few days before our quitting the dock.

267. Was the ship furnished with an azimuth compass?—She was not.

268. Had you a barometer and sympiesometer on board?—We had; both belonging to myself.

*John Noble.*

269. Had you any chronometers?—Two.

1st February 1854.

270. Were you furnished with the Admiralty charts?—I had, for the Irish sea, and had also two sextants and a quadrant.

271. Had you an opportunity of taking an observation?—No; I tried on Friday, but could not get a clear horizon.

272. It is stated in evidence that for some hours after midnight on Saturday morning, the weather was fine and the stars visible, did you attempt to get an altitude by the polar star?—I do not think the horizon was clear at any time, but was satisfied of my position by having the Skerries light in sight up to about four o'clock.

273. How was it bearing?—I think S.W. about twelve miles.

274. Standing across from the Isle of Man, did you make the Skerries at the time you expected?—I did.

275. Such being the case, you had no reason for supposing that your compasses were incorrect?—I do not think they were much out up to that time.

276. When you first discovered the great error in the compasses at eight o'clock on Saturday morning, did it not cause you considerable alarm?—It did.

277. Such being the case, don't you think you were very wrong in not trying your position by sounding?—I think I did wrong in not sounding, and this will be a warning to me to do so in future.

278. How far did the round house extend from the stern forward?—About fifty-five feet from the taffrail; the house itself was forty-three feet long.

279. I believe you had three boats stowed upon skids between the mizen and the main mast?—We had.

280. Were these skids level with the top of the round house?—They were.

281. Then I imagine the keels of these boats were at least six feet above the gunwale?—I suppose about that.

At this stage of the proceedings the inquiry was adjourned to next morning.

*2nd February, 1854.*

Inquiry resumed at 10 o'clock, a.m.

The Examination of JOHN NOBLE continued.

*John Noble.*

2d Feb. 1854.

282. Are you acquainted with times of high water, at full, and change, and the set of the tides in the Irish Sea?—I am.

283. Did you make the necessary allowance in calculating your course and distance after taking your departure from the Skerries?—I was particular in doing so, and was upon deck myself during that period to the time the vessel was wrecked.

284. What allowance did you make for the westerly variation?—Two-and-a-half points.

285. Where did you suppose yourself to be when the land was seen?—I had marked my position on the chart and supposed that Wicklow Head bore by compass about W. by S. distant twenty miles.

286. You had three compasses upon deck?—I had.

287. You have not mentioned if you examined the compass in the skylight between the others?—I did examine it, and found it was not to be depended upon, varying occasionally as much as three points from one of the others, and this I attributed to the card being too heavy; it would not work at all without shaking.

288. Do you consider the ship steered badly?—She steered well on all occasions except when we wished to wear her round, and then she took a long time in turning.

289. Did you consider her a safe ship having a lee shore on board?—I did.

290. To what do you attribute the loss of the vessel?—To the errors in the compasses.

291. Have you anything you wish to add to your evidence?—I believe I have explained everything; it was my wish to do so.

Copies of Depositions taken at Malahide, before HENRY DAVIS Esq., Coroner for the county of Dublin, Captain W. H. WALKER being present.

ROBERT DAVISON, of Deal, Kent, Seaman, who being duly sworn, saith:—

*Robert Davison.*

I am a seaman, and was a passenger on board the "Tayleur;" I have been twenty-six years at sea. I went on board on Wednesday afternoon, and she sailed on Thursday. She was a new ship; when I went on board the riggers had not done with her; everything was new in her. Her ropes had been stretched in cold weather. The ropes were

C



*Robert Davison.* very hard to pull through the blocks. The pilot left us between seven and eight on Thursday evening; when I came on deck about that time, I saw a light which I believe was Holyhead; a nice breeze a single reefed topsail—she was on the larboard tack. I came on deck at 10 o'clock, it was then blowing hard. On Friday morning when I came up we were on the same tack and blowing very hard; I was off and on the deck the whole day. I saw the crew reefing the main topsail—the men not being accustomed to one another might not then have been sufficient to manage the vessel, but would be so when they became used to one another; there were twelve or fourteen foreigners amongst the crew. I think eight of them understood English—four did not and were obliged to interpret through the others. The ship was fit for sea if the crew were used to one another, and the gear in its proper place, and what was out of place was remedied the following day after sailing. This should have been done before she sailed; but it was a squally night and might have put something out of order. I never saw soundings taken or the log heaved.

2d February 1854.

About noon on Friday saw the captain endeavour to get an observation, the ship was on the one tack from nine on Friday night until she struck; all that night she did not go more than a knot or a knot and a half an hour. The vessel answered the helm well on the wind. The steamer we had on board was from the break of the hold between the poop and the mainmast, on the starboard side. The screw was from eight to ten feet from the tell tale compass, and thirty to forty feet from the binnacle compass, the wind was S. and the ship steering W.S.W., this was for two hours previous to the ship striking. If the ship had made her course with that steering during the whole night we should have been off Ballycotton or thereabouts. I saw the crew reefing the mizen topsail, and it was not done in a seamanlike manner, because they were so long and went lubberly about it. I account for it by their not being used to one another and the canvass being new.

On Saturday morning I saw the land a quarter or twenty minutes before 11, it was about a mile and a-half from us on the lee bow, a stiff breeze but not too much for her, very hazy, slight showers of rain coming very thick, she had three close reefed topsails when we saw the land, and a foretopmast staysail; an attempt was made to wear, she made about a third of a circle and she would go no further, which I think was from so many boats being upon her spars.

Had the captain made his observations at noon on Friday when I saw him use the quadrant he could have told his position and would have known if his compasses were wrong if they were so. It never occurred to me until the cry of "Land" was heard that we were in danger. When we failed to wear the ship, the captain set the foresail, hauled out the spanker and set it, and then tried to set the maintopsail; the sheet got off the belaying pins and knocked two or three men down and we were obliged to haul the sail down. The captain shouted "Let go the anchor;" and ran forward himself; it was done; the cable snapped, but it ought not to have done so. They tried to clear the port anchor; she fell off before the wind and nearly cleared the island, the sails filled and she went alongside the rock broadside on. From the time land was sighted every man on board used every exertion to save the vessel.

(Signed), ROBERT DAVISON.

*John Aislabie.*

JOHN AISLABIE, of Hull, Yorkshire, upholsterer. This informant on his oath saith:

I was a passenger on board the "Tayleur" with my wife and daughter. We went on board on last Saturday week at Liverpool; she was in the roads when we joined her. We were on board from Saturday till the Thursday. I have seen the dead body of the second mate; the last time I saw him alive was on last Saturday, previous to being washed overboard. On last Saturday at five minutes to 11 in the morning, I heard the cry of "Land ahead," I was then in the cabin, my watch was on the table at the time, from which I can tell the time so accurately; as well as I can recollect it was several minutes after I heard the cry of "Land" that I went on deck; it was about 10 minutes to 12 by the same time that the anchor was dropped. I don't know who cried "Land ahead," but it caused tremendous confusion in the cabin. After the anchor was let go, I went on deck a second time; I knew it was let go by the noise of the cable. We were between 60 and 100 yards from the island when the anchor was dropped, and in about 10 or 12 minutes she struck broadside on the rocks. It was rather hazy but you could see from two to three miles at least. I had a very good opportunity of seeing the crew before sailing; I have sailed often. I saw sadly that too great a number of them were foreigners; three or four Chinamen, that I believe did not know or speak English; the steward was a Lascar. We had a medley of foreigners, but I don't know of what nation; there were only about twenty of the crew British seamen. As far as I can judge, I believe the quarter part of the twenty British were able seamen; the remaining portion of the crew, foreigners, were ordinary seamen. From my own observation, I believe most of the foreign seamen did not know or speak English, or understand the orders given them. I observed before the accident occurred, and immediately after leaving port, previous to Saturday, I heard orders given to them to reef the three topsails; upon that occasion it took upwards of an hour and a half to reef the main topsail, caused by not having able-bodied seamen to do the work. The second mate, myself, and several passengers were on deck the Friday



morning preceding the accident—when I remarked to the second mate that they were as badly fixed for a crew on deck as we were for a steward; and at the same time I said, I thought we ought to put into Liverpool, or put into some place for shelter. The answer of the mate was—if we did so, all the crew would leave the ship; he said they had so scandalous a crew, it was impossible to manage the ship. Before she struck I saw the captain and mate do all they could; but I believe if she had a proper crew the accident would not have happened. The ropes were too stiff, and would not run through the blocks, the deck was covered with coils of ropes from the manufacturers when we left port; the riggers were at work to the last moment before we sailed, and even worked on Sunday, and I believe she was not fit to sail when she did. When the accident occurred it was blowing S.S.W., and we had not half the wind we had on Thursday night and Friday morning, we were on the one tack from nine o'clock on Friday evening until we struck. I did not see or hear of soundings being taken. From the time the cry of "Land" was heard, the captain and officers did all they could to wear the ship, but could not, from the ropes not running, and an inefficient crew; she obeyed the helm well.

(Signed) J. AISLABIE.

John Aislabie.  
2d February 1854.

LIST of the Crew of the ship "Tayleur," of Liverpool, 1979 Tons register, who signed the ship's articles at Liverpool, previous to her intended voyage from thence to Melbourne, date of Articles 9th January, 1854.

Name and Age.	Where Born.	Capacity and Wages per Month.
		£ s. d.
John Noble - - - 29	Penrith - - - -	Master.
Michael Murphy - - 25	Wexford - - - -	1st Mate - - - 8 0 0
Edward Kewley - - 29	Whitehaven - - -	2nd Mate - - - 6 10 0
Hugh David Cowan - - 19	Ayrshire - - - -	3rd Mate - - - 5 0 0
R. H. Cunningham - - 28	Fifeshire - - - -	Surgeon - - - 0 1 0
John Frazer - - - 49	Workington - - -	Carpenter - - - 6 6 0
William Henry Sheardown - 43	North Shields - -	Boatswain - - - 5 10 0
John Sanderson - - 22	Maryport - - - -	Sailmaker - - - 5 0 0
John Peser - - - 38	Bombay - - - -	Steward - - - 4 10 0
Seymour Prard - - 31	Do. - - - -	Cook - - - 2 10 0
Nicholas George - - 24	Trieste - - - -	Seaman - - - 5 0 0
Demetrius Laurander - 23	Cephalonia - - -	Do. - - - 5 0 0
Nicholas Conday - - 34	Trieste - - - -	Do. - - - 5 0 0
Josh. Williams - - 24	Do. - - - -	Do. - - - 5 0 0
Rosse Mitchell - - 23	Do. - - - -	Do. - - - 5 0 0
John Richards - - 28	Exmouth - - - -	Do. - - - 5 0 0
John Almer - - - 26	Halifax - - - -	Do. - - - 5 0 0
Owen Rowland - - 26	Holyhead - - - -	Do. - - - 5 0 0
James Brown - - 26	Suffolk - - - -	Do. - - - 5 0 0
James Burns - - 41	Ayrshire - - - -	Do. - - - 5 0 0
John Maromatil - - 23	Ionian Islands - -	Do. - - - 5 0 0
Thomas Roberts - - 28	Elsinore - - - -	Do. - - - 5 0 0
Joseph Irvine - - 21	Edinburgh - - - -	Do. - - - 5 0 0
William Dennars - - 16	Clovelley - - - -	Ordinary Seaman 2 5 0
Archibald McLean - - 28	Liverpool - - - -	Seaman - - - 5 0 0
Charles Maxwell - - 31	Do. - - - -	Do. - - - 5 0 0
Antonia Nicholas - - 22	Trieste - - - -	Do. - - - 5 0 0
Henry Davison - - 33	Uxbridge - - - -	Do. - - - 5 0 0
Henry Fitzsimons - - 33	Whitehaven - - -	Do. - - - 5 0 0
James McLellan - - 26	Prince Edward Island	Do. - - - 5 0 0
John Matur - - - 18	Belfast - - - -	Ordinary Seaman 3 5 0
William Trumble - - 17	Liverpool - - - -	Do. - - - 2 10 0
John Frederick Hunt - 19	Do. - - - -	Do. - - - 3 5 0
John Roberts - - 19	Do. - - - -	Do. - - - 2 15 0
Henry Jones - - 23	Do. - - - -	Do. - - - 3 10 0
John Coombe - - 19	Bristol - - - -	Do. - - - 3 0 0
Appow - - - 25	China - - - -	Do. - - - 2 10 0
Achan - - - 22	Do. - - - -	Do. - - - 2 0 0
Affor - - - 20	Do. - - - -	Do. - - - 2 0 0
Peter Golisarich - - 20	Trieste - - - -	Do. - - - 2 10 0
John Jones - - 20	Ormshead - - - -	Do. - - - 3 0 0
John West - - 34	Harwich - - - -	Seaman - - - 5 0 0
Richard Croston - - 21	Liverpool - - - -	Carpenter's Mates 0 1 0
William Scott - - 27	London - - - -	Steward - - - 0 1 0
Thomas Park - - 23	Carlisle - - - -	Do. - - - 0 1 0
Thomas Green - - 23	Do. - - - -	Do. - - - 0 1 0
John Ferguson - - 20	Kirkcudbright - -	Do. - - - 0 1 0
Edmund Wills - - 24	Kendall - - - -	Do. - - - 0 1 0
William Parry - - 33	London - - - -	Do. - - - 0 1 0

Name and Age.	Where Born.	Capacity and Wages per Month.
Charles Griffiths - - 28	Hereford - - - -	Steward - - 0 1 0
Peter Lemon - - 38	Whitehaven - - - -	Cook - - 0 1 0
William Lemon - - 31	Do. - - - -	Do. - - 0 1 0
David Holt - - 24	Liverpool - - - -	Steward - - 0 1 0
John William Rendall - 24	Worcestershire - - - -	Do. - - 0 1 0
George Humphreys - - 31	Denbighshire - - - -	Do. - - 0 1 0
William Taylor - - 33	Accrington - - - -	Cook - - 0 1 0
Frederick Roberts - - 33	Leicester - - - -	Steward - - 0 1 0
William Skelsey - - 38	Ryton - - - -	Do. - - 0 1 0
William Wales - - 22	Kirkdale - - - -	Seaman - - 5 0 0
Anthony R. Adams - 21	Douglas - - - -	Purser - - 0 1 0
John Williams - - 20	Liverpool - - - -	Ordinary Seaman 3 0 0
John Burlam - - 38	Cornwall - - - -	Seaman - - 5 0 0
David Pratt - - 34	Fife - - - -	2nd Purser - 0 1 0
William Cook - - 35	Cornwall - - - -	Assistant Steward 0 1 0
James Harper - - 16	Paisley - - - -	Do. - - 0 1 0

## APPRENTICES.

Peter Rival, Indenture registered	13th May, 1851,	} At Liverpool.
Henry Wallace, Do.	21st Nov. 1853,	
Joseph Hudson, Do.	2nd Nov. 1853,	
Henry Birkett Green, Do.	25th Oct. 1853,	
Wm. Charles Cowell, Do.	27th April, 1852,	
William Ray, Do.	6th May, 1852,	

Liverpool, 26th January, 1854.

DEAR SIR,

WITH reference to the conversation our Mr. Carlyle had with you yesterday, when he was suddenly called away to Liverpool, we beg to hand you the following documents and particulars with regard to the ship "Tayleur."

She was 1640 tons O. M.,

1979 tons register, her measurement being

	Ft.	In.
Length on deck - - - -	234	$\frac{3}{16}$
Ditto on half depth - - - -	221	$\frac{8}{16}$
Beam inside, extreme - - - -	38	$\frac{3}{16}$
Ditto outside - - - -	39	$\frac{2}{16}$
Depth of hold - - - -	27	$\frac{7}{16}$

She had three decks permanently laid, a poop house aft on the spar deck about forty feet long, a house put abaft the foremost for galleys, petty officers and boys, and a top-gallant forecastle for the crew.

*Passengers.*—We think she had on board about equal to

13 adult saloon passengers in the poop house,  
445 ditto in the 'tween decks.

458

*Draught of Water*, on leaving Liverpool was 18 ft. 2 in. aft, and 17 ft. 6 in. forward.

*Classification.*—She was classed A1 at Lloyds, in the same manner as all the very best iron ships, viz., subject to annual survey.

*Survey by Emigration Surveyors.*—She was specially surveyed for passengers in hull, tackle, and appointments of every kind.

*Compasses* were adjusted in three stations by Mr. Gray, of Liverpool, by surveying the ship, and were re-examined by him previous to sailing. Mr. Palgrave will hand you his certificate to that effect.

*Crew.*—We hand herewith copy of crew list, they were all called over and individually examined before Lieutenant Prior, R.N., one of the Emigration Surveyors, previous to clearing, and he questioned each foreigner if he could speak and understand English, and they all could, except three Chinese who had been employed working on board ship for some time, and who perfectly understood both the captain and third officer, as the latter had, on their previous voyage in another ship, carried 450 Chinese emigrants from Amoy to Trinidad,

*Cargo.*—She had on board—

Stone ballast	-	250 tons weight.
Coals	-	100 "
Slates, iron, and other dead weight	-	127 "
Deals and battens	-	896 tons measurement.
General cargo	-	593 "
Water, provisions, and passengers' luggage	-	550 "
		<hr/> 6 tons, weight and measurement

*Pilot.*—The pilot having gone out with another ship, we have been unable to meet with him to get a certificate as to his opinion of her steering up to the time he left but we will apply to him for it on his return, and forward it to you.

We are, dear Sir,

Yours very faithfully,

(Signed) CHARLES MOORE & Co.

We shall be most happy to supply any further information you may require

C. M. & Co.

Captain Walker,

Board of Trade,

Gresham's Hotel, Dublin

The following statement of Mr. WALSH, taken upon oath.

SIR,

Dublin, February 2nd, 1854.

Mr. John Walsh.

2d February 1854.

With reference to the conversation I had with you, relative to the melancholy loss of the "Tayleur" on Lambay Island, and your wish to have a statement of facts connected therewith, so far as they have come under my cognizance, I have now to state for your information.

That on Sunday morning, 22d January, a Mr. Kemp, of Stamford, one of the survivors from that ill-fated vessel, came to my house at about 10 a.m., bringing me the sad intelligence of the awful loss of life and destitute condition of the survivors, who were on Lambay Island since noon the previous day, suffering sadly. I at once proceeded to the North-wall, hoping to get a steamer there, with which to go to their assistance; but, on reaching the river, I found the tide was out and no boat could get out. I then went to the Kingstown Railway terminus, which I reached at 11.5 a.m., and went down by the 11.30 train; found the contract mail boat had just arrived, but as her commander would not go without the instructions of the secretary, I had to find him (Mr. Howell), who regretted it would be out of his power to let me have this boat, there being no boat at Kingstown to supply the mail service if she was not back in sufficient time that evening; but offered to place at my disposal the steamer "Roscommon," which had just gone up to Dublin. The 12.30 train having left Kingstown, we took a car and came to town, where we found the "Roscommon" had blown off her steam and her boilers were empty. Mr. Howell then proposed that I should have the "Prince," provided I thought she would not take too much time getting up her steam, which would take from 2h. to 2h. 15m. I joyfully accepted the offer, and Captain Deart at once lighted his fires and urged forward his preparations for departure; Mr. Howell sending extra hands and boats on board the "Prince," to facilitate the removal of the sufferers.

It was agreed between Mr. Howell and myself that I was to pay 25*l*. for the service of this boat; but as I was undertaking a responsibility, which might perhaps fall upon myself, he promised to bring the matter under the consideration of his board of directors, and, if possible, obtain their consent to reduce it; and on my return with the people from the island, I received a most handsome letter from him to say, the board had placed the boat at my disposal *free of all cost*.

Having sent provisions for the sufferers on board, we got away at about 4 P.M., the wind then beginning to freshen; and by the time we had reached Howth, it blew in heavy squalls from the S.E. with a rising sea.

At about 7 P.M. we were off Lambay, entering the sound, when I asked Captain Deart to burn lights in order to apprise the poor people that assistance was at hand, as likewise to get the coast guard boat off, and learn the position of things on the island. No boat came off, and we then fired two shots but with no better success; the people were, however, aware of our presence, as a light had been hoisted at the station in answer to our lights.

At about 7.30 Captain Deart came to anchor under shelter of the island in seven and a half fathoms; and no boat having come off to us, we decided upon sending a boat on shore, which we did in charge of Captain H. B. Watson (who is in my employment) with instructions to ascertain the state of affairs in the island, and learn from Captain Noble his opinion on the subject of removing the people that night.

Shortly before 9 o'clock the boat returned with Captain Noble, who, as well as Captain Watson, described the people as being so excited that I decided not to take them off then, but to remain at anchor during the night, and commence removing them early next morning, sending a boat ashore then with the provisions I had brought down.

*Mr. John Walsh.*

2d February 1854.

At about 4.30 A.M. having made all my arrangements, I went ashore with Captain Watson with one of the boats, roused the people and sent her back with as many passengers as she could carry, directing all the boats to come ashore.

At about 10 a. m. I had all the people removed, except twenty-five of the crew.

Captain Noble having given me charge of the wreck, I agreed with him to keep those twenty-five men, to save what they could from it, there being no inhabitants on the island suitable for that service, arranging with Captain Deart that one of the extra boats on board the "Prince" should remain at the island.

Having all on board, except an infant that had been saved by a Frenchman from the wreck, I went to the house where it was, to bring it on board, and the house being over the wreck, I went to examine it, and found her lying upright in a cove, her masts standing, foretopsail set, with the water up to about the middle of the foremast, the vessel lying most by the stern. It was blowing very fresh at this time, and with so much sea that we found it was not possible for the boat to get off to her to work, as we had previously intended, and I then returned to the "Prince" with the infant, leaving Captains Noble and Watson on the Island.

When crossing the bar, I mustered the people saved, took down their names, and found in all 286 had been saved, besides four who had left the island in a boat the previous day. Of this number one had his arm broken; another his foot; and two were severely bruised. These I sent to the hospital when they landed.

Having arranged sleeping accommodation, I then proceeded to settle the poor fellows for the night, paying them 5s. each out of the money placed at my disposal by the merchants of Dublin, in addition to the sum directed to be paid them by Captain Kerr, R.N. emigration officer of the port. Next morning, I mustered them again, in presence of Captain Kerr, R. N., paying them their allowance for that day, and then sent them on board the "Prince," by which vessel the City of Dublin Steam Packet Company had most generously given them a free passage to Liverpool, it being arranged that they were to receive rations on the passage besides: and at about 2 p. m. they sailed, leaving four men in hospital, and the infant under my charge. Since then one man has been discharged cured, and has gone to Liverpool; the other three still remain.

The infant, none of whose friends were saved, has not yet been claimed, but I have had several applications from parties desirous of taking charge of, and adopting it. I have not thought right to accept any of these at present, being in hopes that its relations may yet claim it, but should they not do so shortly, I purpose selecting what may appear to me the most eligible offer of adoption, seeing that a settlement be made on the child, and taking the necessary steps to identify it, should it hereafter be claimed. At present the Rev. Mr. Armstrong has the child in his house, with his own children.

The wreck still remains in my charge, and Captain Watson has been on the island since Monday 23rd January, saving and protecting what he could from the wreck, recovering the dead bodies, and seeing them properly and decently interred.

I hope this Report may prove such as you require. I have condensed it as much as lay in my power, consistent with a clear and full detail of the transactions as they occurred.

I am, Sir, your most obedient servant,

JOHN WALSH,

Agent at Lloyd's and Receiver of Droits of Admiralty.

六

# REPORT

OF AN

INVESTIGATION into the LOSS of the "TAYLEUR," of  
Liverpool, made under the direction of the Board of  
Trade by Captain W. H. WALKER.

---

Presented to both Houses of Parliament  
by Command of Her Majesty.

---



LONDON:

Printed by GEORGE E. BYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty.  
For Her Majesty's Stationery Office.

## CAPTAIN NOBLE.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 5 April 1854;—for,

A COPY “of the REPORT and EVIDENCE taken before the LIVERPOOL  
MARINE BOARD in the CASE of Captain *Noble*, of the ‘*Tayleur*.’”

---

Board of Trade, }  
6 April 1854. }

*Edgar A. Bowring*,  
Registrar.

---

AT a Meeting of the Local Marine Board, held on this 15th day of March 1854, to inquire whether Captain Noble, late Master of the “*Tayleur*,” is, from incompetency, or from other causes, specified in the Mercantile Marine Act, unfit to discharge the duties of a Master ;

Present :—James Aikin, Esq., in the Chair; John Smith Mansfield, Esq., Stipendiary Magistrate; Charles MacIver, Esq.; S. R. Graves, Esq.; Thomas Brocklebank, Esq.; James Beazley, Esq.; W. J. Tomlinson, Esq.; Joseph Mondel, Esq.; J. P. Palmer, Esq.; and William Mann, Esq.

The Board were also assisted by Captain Ainley, Principal Shipping Master; Mr. Towson, Examiner in Navigation; and Captain M’Leod, Examiner in Seamanship.

A letter having been read from the Lords of the Committee of Privy Council for Trade, dated the 3d instant, requesting the local Board to undertake the investigation in the case of Captain Noble, late master of the “*Tayleur*,” with a view of reporting their opinion whether Captain Noble is, from incompetency, or from other causes, specified in the Mercantile Marine Act, unfit to discharge the duties of a master :

*John Thomas Towson*, Examiner in Navigation; Examined.

I recollect well the examinations of Captain Noble, the first on the 16th March 1852, for an ordinary master’s certificate, and the second on the 26th of the same month, for an extra certificate.

On both occasions I was particularly struck with the correctness of his calculations and the clearness of his answers; he appeared to me thoroughly to understand every subject on which he was examined. I never examined any one whose examination was more satisfactory. From this creditable examination I took an interest in his proceedings, and from time to time made inquiries about him whilst in the “*Australia*,” his previous ship. On his taking command of the “*Tayleur*,” I requested to see his log. He showed me his private log of the “*Australia*,” and I considered that his conduct in that ship fully established the good opinion I had previously formed. I was particularly struck with his management of the “*Australia*,” in a rotatory gale in October 1852, on a passage from Port Philip to Amoy. I considered it a masterpiece of skill, and, since, I examine candidates for extra certificates on this subject; and being about to deliver a lecture on rotatory gales, I requested Captain Noble to furnish me with the details and drawings on the chart. I thought I could not have a better illustration than Captain Noble’s management of the “*Australia*” under these circumstances. At the same time that this conversation occurred he consulted me about his compasses; but at that time neither the adjusting magnets nor the compasses being in place, I could not give as definite an opinion as I otherwise should have been able to do. After this he expressed a regret that the compasses had not been further apart; but he informed me that although he could not interfere with Mr. Gray’s arrangements, he would take  
measured

*J. T. Towson.*  
—

*J. T. Townson.*  
—

measures himself immediately to be enabled to check the compasses when he was in the other hemisphere. Our conversation respecting the compasses referred wholly to the change they might undergo in the other hemisphere. He afterwards informed me that he had tried every part of the ship to discover if there existed a place in which there was no deviation; the only situation he had discovered was on the main-stay; that he had made arrangements for fixing a compass there, which he might use in calm weather, by means of a Jacob's ladder.

I never met with any captain in Liverpool who took so much trouble with his compasses as Captain Noble did.

Captain *M'Leod*, Examiner in Seamanship, Examined.

Captain *M'Leod*.  
—

I recollect well the examination of Captain Noble, both for an ordinary and an extra certificate. His first examination was as satisfactory as any examination could be. I recollect well his correct answers on the subject of casting a ship on a lee-shore. In his extra examination, there was only one question on which he was not perfectly satisfactory, and that was on the subject of heaving a ship down under difficult circumstances. I had at that time so high an opinion of Captain Noble, that I recommended him to Mr. Moore for the command of the "Australia."

Captain *Noble*, Examined.

Captain *Noble*.  
—

I can only attribute the loss of the "Tayleur" to an error in the compasses. I took as much care as possible to ascertain the correctness of the compasses before we started.

The vessel was not swung to ascertain the deviation after she was in the river. As the ship swung with the tide, I carefully compared the compasses with each other. I called at Mr. Gray's, and wished to see him about the compasses. I did not like the compensatory magnets being fastened down on the deck. I asked Mr. Gray's shopman whether it would make any difference to let the magnets into the deck, as I did not think they were secure. He replied, "Yes, that if I lowered the magnets even the sixteenth of an inch, he would not be answerable for their correctness."

Mr. Gray was not on board the ship in the river. A few days before she left the dock, from my request, Mr. Moore desired that Mr. Gray would examine the compasses, and see that they were correct before we proceeded to sea. I was not on board when Mr. Gray examined them, but he gave to Mr. Moore a written answer, that they were perfectly correct. At the time that Mr. Gray examined the compasses for the last time, the ship lay north and south. There were three compasses fixed by Mr. Gray; the steering compass, one in front of the poop, about four feet before the mizen-mast, and a tell-tale compass in the skylight. Besides these, I had one to be suspended to the main-stay in fine weather, the only place in which I could find there was no deviation.

The first time I noticed any discrepancy between the compasses was just before the pilot left; I directed his attention to the fact that the two compasses on deck varied about half a point. I afterwards endeavoured to discover the cause, and thought I had ascertained it. The mizen-topsail sheets, when the sail was set, were brought down; they were within four feet of the compass in front of the poop, which amounted to from two to three hundredweight of iron chain. I therefore did not doubt but that the compass at the wheel was correct. The pilot steered by the after binnacle compass, and made his courses correct. I did not lose confidence in my compasses, believing I had discovered the cause of error. This variation between the two compasses continued till Saturday, 7 a.m., when it increased to a point and a half. I then took out the compass from the front binnacle, and put two other compasses successively in its place, and after this the difference between the two compasses increased to two points. Up to this time I had, however, made all the headlands correctly by depending on the after binnacle compass. After having made the Calf of Man, I made the Skerries correctly by this compass; the greatest discrepancy I observed between the two compasses was two points. The tell-tale compass was of no use to me; it was so sluggish, I was obliged to tap in order to get it to move. I did not notice whether any change occurred when



when the ship heeled over. When I noticed the error in the compasses, I looked at the compensating magnets and found that they had not been kicked away; one of the compasses was screwed to the deck by means of two brass clamps, the others were in a wood box. The sky was sometimes clear on the morning of the day of the wreck, but I had no opportunity of observing the North Star, nor had I any idea of a further error of the compass at that time. The ship's head at five a.m. was about W.S.W., and soon afterwards she came up to S.W. by W., and continued so till about eight a.m., when she was S.W.; after which she came up to S.W. by S., and continued so till shortly before the land was seen. This was by the after binnacle compass, but as soon as I observed a great difference, I had a double course laid down on my chart, one by each compass, and she was clear of the land by both compasses. By the compass at the wheel, she was most southerly; that is, the result proved that the one at the wheel was most in error; but I had no reason to believe that such was the case but by the result. If I had steered by the other compass, I should have just cleared the Tuskar, but should certainly have gone nearer to it than I should like to have done in such weather. I had not the least doubt of the correctness of the wheel compass; if I had, I should have tried the lead; but I believe that if I had hove the lead, I should not have ascertained the depth with sufficient accuracy to have determined the ship's place. In 50 fathoms of water, in rough weather, it is difficult to know what angle the line was on at the time the lead strikes the bottom as the ship is drifting past. I directed the second or third mate to prepare the lead, and he reported to me that the lead was ready.

I cannot say I was at first quite satisfied with all the arrangements respecting the compasses, but I considered I did right in not interfering with Mr. Gray's arrangements, as he is a person who has more experience in compasses having deviation than any other person in this port. I considered that the two compasses should have been further apart to have been a sufficient check on each other. I spoke of this to the owner, when Mr. Towson was present; this occurred about the end of November; but before I went to sea I was perfectly satisfied.

We lay three or four days in the river; but I have never known Mr. Gray go on board of a ship in the river to adjust her compasses. Compasses have not hitherto been adjusted by swinging a ship anywhere but in still water. The mizen-mast was of wood, and the nearest iron mast was at least 80 feet from the compass at the wheel. I had no azimuth compass; but I can take the bearings of a heavenly body with any compass, with sufficient accuracy for all practical purposes. Just previously to my having made the land, the gale was fast increasing; I had directed that the fore-sail should be hauled up, but before this had been done, I saw the land. I immediately ordered them to hold fast the fore-sail to wear ship. The bearing of the land, when first seen, extended from N. W. to S. W., and ship's head at this time west by compass; the wind having shifted suddenly in a squall from S. S. E. to S. S. W. by the after binnacle compass. I had at this time two close-reefed topsails, and double-reefed main topsail, fore and main top-mast stay-sails, fore-sail and spanker. I immediately brailed up the spanker and shivered the after sails; that is, the mizen and main topsails; and put the helm hard a-weather, and kept it thus for full 15 minutes; but she did not go off more than a point. I did not set the jib; the hands were otherwise engaged, and the wind was too strong. When I first saw the land, I did not think it prudent to try the depth of water, as I should have to heave the ship to, and ere I could have got way upon her again, she must have drifted some distance, and much valuable time would have been lost.

I recollect that when I was examined, I was questioned as to "casting" a ship when on a lee-shore. I have tried this manœuvre with success as an experiment, not on a lee-shore, but at sea, in the ship "Australia," when under double-reefed topsails. I was afraid that the wind and sea were too strong on this occasion to do so with safety, having passengers on board, and all hatches off.

The "Australia," that I had previously commanded, could have been managed in the manner in which I attempted to wear the "Tayleur" with safety. The "Tayleur" was very much longer than any other vessel I had been to sea in, and I thus account for her difficulty of wearing.

I let go the weather anchor, not to club-haul her, but to bring her head round to the wind. I am aware that in letting go the weather anchor, I let go

Captain Noble.

the wrong anchor first; but I did this because, from the ship heeling over, and having 80 or 90 fathoms of chain on deck to leeward, which, when the lashings were cast off, would have slipped to leeward, and thus have got foul under the spars which were stowed in the side. I thought that the chain cable would break, but I considered it would bring her head sufficiently round to the wind to let go the other anchor. I have no doubt that if by any means I could have got her on the other tack I should have saved her. The ship was not leewardly, and she was stiff enough.

*Resolved*, That this Board adjourn till to-morrow at two o'clock.

---

At an adjourned Meeting of the Local Marine Board, held on this 16th day of March 1854, to inquire whether Captain Noble, late Master of the "Tayleur," is, from incompetency, or from other causes, specified in the Mercantile Marine Act, unfit to discharge the duties of a Master;

Present:—James Aikin, Esq., in the Chair; John Smith Mansfield, Esq., Stipendiary Magistrate; Charles Mac Iver, Esq.; S. R. Graves, Esq.; Thomas Brocklebank, Esq.; James Beazley, Esq.; W. J. Tomlinson, Esq.; Joseph Mondel, Esq.; J. P. Palmer, Esq.; and William Mann, Esq.

The Board were also assisted by Captain Ainley, Principal Shipping Master; Mr. Towson, Examiner in Navigation; and Captain M'Leod, Examiner in Seamanship.

The following Witnesses were examined:

Captain Noble's Examination continued.

Captain Noble.

My reason for not attempting what is called "casting a ship on a lee-shore," was, that I considered it was not safe to do so with a heavy sea running. Having all the hatches open, she would have shipped a great quantity of water. If I had given her stern board, the deck would have been in danger of being swept, and stern windows of ship being stove in; had there been only a crew and cargo on board, I certainly should have attempted this manœuvre.

To "cast a ship on a lee-shore," I would put the helm a-lee, and when the ship came head to wind, I would haul round the head-yards, then brail up the spanker, and shiver the after-sails; the ship would then make a stern board, and fall off before the wind. As soon as she began to gather head-way, I would shift the helm, and as she got the wind on the other quarter, brace the after-yards sharp up, set all after canvas, keeping the head-sail shivering until the ship got near the wind again; then brace up all, and trim sails.

I had no doubt, when first I made the land, of being able to clear it by wearing. When she would not pay off, I thought I had a chance of staying by putting on sail; and then I had my anchors to let go, so that there were two chances. I did not try to club-haul; I should have let go both anchors together; but I was afraid that I should foul my chain cables if I did so.

When I first saw the land, I thought it was Wicklow Head. It was about four o'clock on Saturday morning when I saw the Skerries bearing S. W. about 12 miles. I think the distance from the Skerries to the coast of Ireland is about 60 miles. The ship was, at the time I last saw the Skerries light, making very little way, not more than  $1\frac{1}{4}$  knots per hour. At 5 a. m., the wind had sprung up, and soon after we made seven or eight knots per hour. We kept the log going just before we made the land; we found that the ship was making five knots. I know that the coast of Ireland further down Channel is lined with banks; and when I saw the land, I thought we must have gone over one of them.

After the compasses were last reported on by Mr. Gray, there was no cargo taken on board, to my knowledge, but passengers' luggage. The steamer, which was a wooden one, was also taken on board after he had reported on the compasses. If I had had an azimuth compass on board, it would not have enabled me to have detected the error in the compasses; I had no place at which I could have fixed an azimuth compass. I have frequently observed

amplitudes

amplitudes by means of a common compass, and I intended to have done so when opportunities occurred.

Captain Noble.  
—

On Friday the sun was visible about noon ; I brought up my sextant, and kept it in my hand for some time, but the horizon was obscured, and I therefore found I could not take an altitude.

When I noticed the error of the compass, I mentioned it to some of the officers. In fact, they assisted me in comparing one with the other, by telling me how the ship's head was by one compass whilst I observed how it bore by the other.

We shortened sail by taking close reefs in fore and mizen topsails and double-reefed-main topsail, at 10 a. m. We were about an hour furling our main-sail. The ship's company were efficient. I remonstrated with the pilot for getting on too much sail at one time ; I like to try my spars gradually. There was some confusion after the pilot left, in shortening sail ; some of the sails were flapping for some time. The crew were efficient, but as is generally the case, the hands do not work well together at first. Mr. Moore never attempted to control me in the selection of the crew ; he would not have objected to my having all Englishmen, and I should have done so if I could have got them. I was four days picking up my crew, and did my utmost to find good seamen.

The ship was well found ; Mr. Moore never refused me anything. When I said I did not like the arrangements of the compasses, I did not intend to say that I doubted their accuracy, but that I would have preferred if they had been further apart. It was an idea of my own that if one had been near the bows, and the other near the stern, then if any change in the deviation should take place they would be affected in a contrary way, and I should consequently be better put on my guard. I had no doubt of the correctness of the compasses when the ship was in the river.

It was resolved, That this Board do adjourn till to-morrow (Friday), the 17th instant, at two o'clock.

---

At an adjourned Meeting of the Local Marine Board, held on this 17th day of March 1854, to inquire whether Captain Noble, late Master of the "Tayleur," is, from incompetency, or from other causes, specified in the Mercantile Marine Act, unfit to discharge the duties of a master ;

Present :—James Aikin, Esq., in the Chair ; John Smith Mansfield, Esq., Stipendiary Magistrate ; S. R. Graves, Esq. ; Thomas Brocklebank, Esq. ; James Beazley, Esq. ; W. J. Tomlinson, Esq. ; Joseph Mondel, Esq. ; J. P. Palmer, Esq. ; and William Mann, Esq.

The Board were also assisted by Captain Ainley, Principal Shipping Master ; Mr. Towson, Examiner in Navigation ; and Captain M'Leod, Examiner in Seamanship.

The following Witnesses were then examined :

*Hugh David Cowan, Examined.*

I was third mate on board of the "Tayleur" when she was lost ; I was on board of her from the time she came into dock at Liverpool ; I was present when Mr. Gray adjusted the compasses ; I did not examine the compasses whilst she was swinging ; I first heard of the error of the compasses after she had gone ashore.

H. D. Cowan.  
—

The "Tayleur" was stiff enough at sea ; and the crew were sufficient for her navigation.

I saw the Calf of Man lights on Friday night ; I have no doubt of their being the Calf of Man lights ; they were both revolving lights. I cannot say the exact time I saw the Calf of Man lights, but it was during my watch, between 8 and 12 at night ; I was on the chief officer's watch ; we were on the starboard tack when I observed the Calf of Man lights ; the lights were on the lee quarter ; we wore at 10 ; I did not see the Skerries light on Saturday morning at four o'clock.

*H. D. Cowen.*

The ship's head was S. W. by S. ; that was the highest point that I observed the wind to come up to ; I cannot say how long her head remained so southerly as S. W. by S. ; the wind had died away at four in the morning.

Between four and six a wind sprung up, and we made sail by setting the courses, shaking the reefs out of the course, and two reefs out of the fore and mizen topsails, and one reef out of the main-topsail ; we then went at about seven knots. At 8 a. m., as the wind kept increasing, we were obliged to take in sail again, to double-reef main-topsail, and close-reef fore and mizen topsails, fore-sail and fore-topmast stay-sail ; it was 10 o'clock before we had finished taking in sail.

On the forenoon of Friday we were put on the starboard tack, and continued on that tack till 10 p. m., when again we wore ship ; we were then under close-reefed topsails ; I cannot say what other sails were set ; it took two hours to wear ship ; this did not arise from the insufficiency of the hands ; it was blowing very hard, and there was a very heavy sea running.

I did not make the lead ready ; it was the second mate who did so.

When we made the land we had set three close-reefed topsails, spanker, fore and main-topmast stay-sails and fore-sail.

I did not go below at 8, but remained on deck till the time of the wreck. When the land was seen, all hands were called up to wear ship ; it was not my watch, but I was on deck ; I did not fear any danger. We squared the main and mizen topsail, and brailed up the spanker, and the helm was put hard up ; she did not pay off more than a point in a quarter of an hour. I was aft at the time. As she would not pay off, the spanker and stay-sails were again set, and the fore-sail was hauled up ; we were then within a mile of the shore ; the weather most part was within one point of the weather bow, and the land extended round to our lee quarter. She came strongly to the wind, and when she was head to the wind she was nearly on the rocks ; she came right up to the wind, and I heard the captain say to the man at the helm, "Port the helm, and keep the sails full ;" and he replied, "It is hard a-port ;" but she would not then fall off. We then let go the weather anchor. I did not see that the chain cable of the larboard anchor was foul ; I think it would have run out clear. When the second anchor was let go, the cable did not run foul.

The captain was on the house when we shivered the after-sail ; he was forward when we let go the weather anchor, but was aft when we let go the starboard anchor.

When we wore ship there was no confusion on board calculated to impede the working of the ship.

The first time that the ship went about she wore ; I do not think she ever stayed ; I think in all she wore four times. I have been at sea four years and three months ; I belong to Ayr ; I went to sea first in the "Great Britain" sailing vessel ; I have been an officer two years ; I was first made an officer by Captain Noble, in the "Australia."

The "Tayleur" did not carry a weather helm when she previously weared ; I cannot say what made the difference ; she always took about two hours to wear, but I cannot say what was the reason.

#### Captain Noble, Re-examined.

*Captain Noble.*

We wore four times, but we never stayed ; the first time we wore was on Friday, at 8 a. m., to the S. W., the next at 12, to the westward, and again at 4 p. m., and afterwards at 10 p. m. We never stayed, because the weather was too heavy to set canvas enough to stay, and therefore I never tried to stay.

I think that if the helmsman had been more careful he might have prevented her coming up into the wind ; it was a little carelessness, but if he had been ever so careful I am convinced she would not have stayed.

I am sure I did not mistake the Peel light for the Skerries.

Both anchors were out before either chain cable broke ; there were 80 fathoms of one cable, and about 120 of the other before they snapped.

The cables were both tested by the Corporation machine ; but I do not think any chains could be expected to hold under such circumstances.

When the last witness stated that it took two hours to wear, he must have meant that it took that time before everything was put to rights. More than half

half an hour never elapsed before the ship was safe on the other tack, but after this a great many things had to be done before all was put to rights.

Captain Noble.  
—

I do not think that any steamer was in sight of us on the Saturday that the wreck occurred.

*Resolved*,—That this Board do adjourn till Tuesday, the 21st instant.

AT an adjourned Meeting of the Local Marine Board, held on this 21st day of March 1854, to inquire whether Captain Noble, late Master of the "Tayleur," is, from incompetency, or from other causes, specified in the Mercantile Marine Act, unfit to discharge the duties of a Master;

Present:—James Aikin, Esq., in the Chair; John Smith Mansfield, Esq., Stipendiary Magistrate; Charles Mac Iver, Esq.; Thomas Brocklebank, Esq.; James Beazley, Esq.; W. J. Tomlinson, Esq.; J. P. Palmer, Esq.; William Mann, Esq.; and Joseph Mondel, Esq.

The Board were also assisted by Captain Ainley, Principal Shipping Master; Mr. Towson, Examiner in Navigation; and Captain M'Leod, Examiner in Seamanship.

The following Witnesses were then examined:

*John Corren, Examined.*

I have been 21 years a branch pilot; was pilot on board of the "Tayleur" when she left Liverpool. I did not notice any error in the compasses whilst in the river. I was on board in the river two days; I did not notice the captain comparing the compasses whilst in the river. When we left the river we were in tow by a steamer; she then steered well; we afterwards made sail, and we were overrunning; the steamer was therefore obliged to cast off; she then also steered well; we had no occasion to tack whilst on board. The men appeared to work well. When we were near Point Lynas, Captain Noble directed my attention to the disagreement of the compasses, to the amount of half a point, and afterwards to nearly a point. I examined the bearings of marks on the shore, and they appeared correct by the compass at the wheel. I noticed the bearing of the tower and of the light-ship, and found it was right by the compass at the wheel. The ship had also been steering a course along the land by the compass at the wheel, and I found it correct. When I left the ship I had no doubt of the compass at the wheel being correct; if there had been anything wrong with the compass I should have noticed it.

John Corren.  
—

The ship steered well, and answered her helm quickly.

There was a man at the wheel who did not understand it properly, caused her to steer wild; she answered the helm very quickly. I left her at half-past seven in the evening.

We single-reefed the topsails whilst I was on board, and the men did it very smartly. I did not think her short-handed. I had considerable trouble in clewing up top-gallant sail and fore-sail, on account of the passengers being in the way, and it being dark. I did not see any of the crew tipsy; I heard that the boatswain was off duty. I do not consider that there was more confusion than there generally is on board of passengers' ships; I thought that some of the crew were not what they pretended to be. Generally, I do not consider crews either worse or better than they were two years since.

She lay over just as much as she should do, and I think we made 14 knots per hour when she left the steamer; I judge from the rate the steamer was sailing, and the rate we gained on her.

*John Frazer, Examined.*

I was carpenter on board of the "Tayleur." I have been a carpenter since 1821, about 33 years. I have been at sea 26 years, on board of different classes of vessels, principally on board of ships of the larger class. I joined the "Tayleur" in October, whilst she was in the Liverpool Docks; we were then fitting

John Frazer.  
—

*John Frazer.*  
—

fitting her out ; I do not recollect when she was swung. I made a box for the captain to hang a compass on the main-stay ; this was long before she sailed. I was on board in the river, but did not notice the captain comparing the compasses ; I have much to do in attending to my own duty.

The ship was in good trim, and in sailing order. The crew worked well, and I think we had sufficient hands.

It had just gone eight bells, at eight in the morning of Saturday, that the captain first called my attention to the compasses. The master was on the poop, and directed me to fetch the compasses out of the cabin, and shift the lead out of the binnacle at the fore part of the poop. By the steering compass the ship's head was S. W. ; by that at the fore part of the poop it was S. W. by W.  $\frac{1}{4}$  W. ; I then fetched another, and this gave the ship's head W. S. W. westerly ; I then fetched a third, which was a very light one, and could not get it steady ; by this the ship's head appeared to be W.  $\frac{1}{4}$  S., the steering compass still making her head S. W. They were each full compasses. I never removed the one at the wheel, but removed the one at the fore part of the poop. Finding that the first compass agreed better than the others, I replaced it, but did not, after I had replaced it, observe whether the error was the same. I do not know the difference between these compasses and an azimuth compass. I made these alterations in the compasses by order of the captain.

The foreign seamen appeared to have been able seamen, and willing, and understood English.

I saw the Isle of Man first on the afternoon of Friday ; I know the lights on the Calf of Man well, and saw them after dark ; they were abaft the beam, but I cannot say at what distance ; they appeared low ; the ship wore several times whilst at sea ; she took from a half to three quarters of an hour to wear ; I did not notice the Skerries, although I was on deck at four in the morning of Saturday.

I first saw the land at about 11 in the morning, but cannot say exactly ; the lower part was covered with fog ; it was the upper part only that could be seen ; if it had been clear, I think I might have judged of the distance. The spanker was hauled up, but she did not pay off. I cannot say how much she paid off. The weather was very heavy ; too heavy to hoist the jib ; and I believe that if the captain had persisted in attempting to wear, she would have gone on shore on the east point, and all hands on board would have perished.

The extreme length of the main-yard was 82 feet, including three feet nine inches each yard-arms.

The topsail-yard was 65 feet with the same yard-arms ; fore-yards the same as the main. I cannot say the height of masts ; I know the height of yards, because I dressed them.

She answered her helm very well, and appeared a very good sea-boat, and the yards swung well. I saw the lead and line lying on the deck, and everything was done that could be done to save the ship. I thought that the ship was leading out of Channel when I looked at the compass.

The captain is a very sober, quiet, and attentive man ; had no quarrel with the crew ; I never saw him in liquor in my life.

*Mr. John Gray, Examined.*

*Mr. J. Gray.*  
—

I am in the practice of adjusting compasses, and I have adopted the same principles as that I adopted on board of the "Tayleur," in nearly 400 iron vessels ; it is a system generally recommended ; Mr. Towson has seen me go through the operation on board the "Great Britain," and I think the plan was satisfactory to him, to the owners, and all concerned. I have a certificate written by Captain Matthews, speaking of the compasses in the highest terms. In a report I sent to the Astronomer Royal I stated that no complaint had been made nor inaccuracy occurred with regard to the compasses that I had adjusted. The compasses of the "Tayleur" were of the best description, and of the same description as those supplied to Her Majesty's yacht, except there was no fluid medium, such not being necessary, the "Tayleur" not being a steamer. The compensating magnets were of the largest size, forming a very powerful magnetic battery. This was rendered necessary by the great amount of original error, which

which was larger than I had before seen for a long period. When her bows were east or west the deviation amounted to 60 degrees from the magnetic meridian; this was much larger than the "Great Britain," which was about 40 degrees. The after magnets were wrapped round like a mummy, and in metal cases hermetically sealed, and fastened down to the deck with brass clips; all of which I saw done myself. At the request of the owners, I went down two months after I had swung her, to see that the compasses were correct, and I found that no alteration had occurred; her head was then nearly north.

I was asked whether I thought the iron mainmast would affect the compass, and I answered "No." Mr. MacIver had asked me at what distance the iron funnel would affect a compass, and I tried the experiment when the "Great Britain" was here, to see what influence her attraction would have on the compass, and I found that at about 45 feet it produced very little effect. As the mainmast of the "Tayleur" was at a much greater distance from the compass than 45 feet, I do not think that it could have affected the compass to any practical extent.

The owners were particularly attentive and anxious about the adjustment of the compasses; one of them, and I believe one of the brokers, were present all the time that they were being adjusted.

I thought at the time both were owners.

Within these last few days I have seen changes in the magnetism of steam-boats quite surprising.

On board of the "Teneriffe" the magnetism had undergone a strange change, and on board of the "Rattler" to the extent of one point. On board of the "Niagara," wooden steam-ship, a change of four degrees had also occurred. I can only account for this from an alteration in the magnetic phenomena. I account for the change produced on an iron ship on this principle. I picked up a bolt some time since, and found it had similar poles at each end, but at one end it was much stronger than at the other end. I then struck it with a hammer on the end, and then the end which was most magnetic in the first place became the weaker. I struck it again, and another change took place. I have entertained the idea that when an iron ship has received a very severe stroke from the sea, or a considerable vibration produced by machinery, that a change in her magnetic condition may occur.

This has nothing to do with the compensating magnets, but with the magnetism of the ship. If a ship had no magnets, and the compasses were corrected by a table of errors, the same would occur; the compensating magnets never lose their magnetism unless the surface is oxidized.

The "Teneriffe" changed her magnetism in coming home a point and a half.

I could almost stake my life that the iron mainmast would not affect the compass to any practical extent.

I think it right that all ships should have an azimuth compass on board for taking the bearings of headlands and heavenly bodies with accuracy. An azimuth compass differs from other compasses in having sight vanes, or the best having a prism by means of which the body whose bearings is taken is made to appear on the card. It only differs from an ordinary compass by being better adapted for taking bearings, but is subjected to all external causes of errors as much so as other compasses. An azimuth compass could be of no value in thick weather, nor in any case except that in which either a headland or a heavenly body could be observed, and that only on smooth water.

With an azimuth compass I think I could observe a bearing to a half a degree; with a common compass a bearing could be taken within a half a point.

My orders from the owners of the "Tayleur" were to supply a steering compass and two other compasses. It is not a common thing to have an azimuth compass. If I were to press an owner to have them, I should be suspected of wishing to sell compasses. The captain of the "Tayleur" went elsewhere for his other compasses. Azimuth compasses are not supplied to the vessels of the Cunard iron steamers. I have known nautical men convert common compasses into azimuth compasses at sea, but very rarely.

A table of errors on board of the "Tayleur" would not have given a better result.

The Astronomer Royal is the inventor of the system of adjusting that I have adopted.

I have the authority of the Astronomer Royal, that he thinks it desirable,  
indeed,



Mr. J. Gray.

---

indeed, that persons that correct the compasses in iron ships should have considerable experience, not only in the correction itself under different circumstances, but also in the causes of derangement at sea, whether from wet, or from tremor, or from any other cause; he would be sorry to charge himself in a responsible way with the corrections of the compasses of a ship.

Most iron sailing ships have their compasses adjusted, but wooden sailing ships only when an error is discovered. The "Britannia" wooden sailing ship was found to be one and three-quarter points in error, and her compasses were therefore adjusted by magnets. All iron steamers that I have known of have their compasses adjusted with magnets, except in Her Majesty's service.

I have in one or two cases caused a ship to heel, and have found deviation from this cause. It is not possible to ascertain the amount of deviation thus caused without trying the experiment. In the experiments I have tried, I have found that when the true magnetic course was northerly, that leaning over star-board would give her easterly deviation, but this cannot be calculated nor compensated without the ship is heeled, and the same would have been the case if a table of errors had been employed. But from my experience, heeling a ship has little effect at from 20 to 30 feet from the wheel, which situation I always prefer, therefore, for a standard compass.

It does not appear to me that Captain Noble is guilty of neglect in not having an azimuth compass, it not being usual for captains to have one.

Captain Noble, Re-examined.

Captain Noble.

---

It appears probable to me that when the deviation was greatest, that the ship heeled over most.

Mr. Gray, Re-examined.

Mr. Gray.

---

If I had been at sea and found the two compasses disagree two points, I should consider it a very serious error. I should have examined the compasses, and have tried to find the cause; I could do nothing more until an opportunity occurred of observing the bearing of a heavenly body.

*Resolved*,—That this Board do adjourn till to-morrow, at half-past two o'clock, to consider the Report.

At an adjourned Meeting of the Local Marine Board, held on this 22d day of March 1854, to consider evidence in the case of Captain Noble;

Present:—James Aikin, Esq., in the Chair; John Smith Mansfield, Esq., Stipendiary Magistrate; Charles Mac Iver, Esq.; Thomas Brocklebank, Esq.; William Mann, Esq.; Joseph Mondel, Esq.; J. P. Palmer, Esq.; and W. J. Tomlinson, Esq.

The minutes of evidence having been read, the Board proceeded to make their Report thereon.

*Resolved*,—That this Board do adjourn to Friday, the 24th instant, for the purpose of further considering their Report.



At an adjourned Meeting of the Local Marine Board, held on this 24th day of March 1854, further to consider the Evidence in the case of Captain Noble, and the Report thereon ;

Present:—James Aikin, Esq., in the Chair; John Smith Mansfield, Esq.; Stipendiary Magistrate; Charles Mac Iver, Esq.; Thomas Brocklebank, Esq.; J. P. Palmer, Esq.; James Beazley, Esq.; Joseph Mondel, Esq.; W. J. Tomlinson, Esq.; and John Lockett, Esq.

The minutes of evidence having been read, it was resolved unanimously, That the following Report be adopted :—

THE REPORT of the LIVERPOOL LOCAL MARINE BOARD of the Proceedings in the Case of *John Noble*, late Master of the "Tayleur," March the 24th, 1854.

ON receipt of a letter from the Lords of the Committee of Privy Council for Trade, dated the 3d of March 1854, requesting this Board to undertake an investigation in the case of Captain Noble, with a view of reporting whether Captain Noble is, from incompetency, or from any other causes, specified in the Mercantile Marine Act, unfit to discharge the duties of a master, the Local Marine Board were duly summoned, and instituted an inquiry, at which were present :

James Aikin, Esq., Chairman; John Smith Mansfield, Esq., Stipendiary Magistrate; Charles MacIver, Esq.; Thomas Brocklebank, Esq.; John Palmer Palmer, Esq.; William John Tomlinson, Esq.; William Mann, Esq.; John Lockett, Esq.; Samuel Robert Graves, Esq.; Joseph Mondel, Esq.; and James Beazley, Esq.

The Board required the attendance of the Examiners and the Head Shipping Master during the investigation.

The Examiners made a statement as to the extent of their knowledge of Captain Noble's character, attainments, and previous service.

Captain *Noble* and the following witnesses were examined :

*Hugh David Cowan*, late third mate of the "Tayleur ;"

*John Corrin*, the pilot ;

*John Frazer*, late carpenter of the "Tayleur ;" and

*John Gray*, compass-maker and adjuster of compasses.

The minutes of this evidence are appended to this Report.

From that evidence the Board find,—

That the "Tayleur" was an iron ship, of 1,640 tons, old measurement, or 1,979 tons new measurement, and was brought into the port of Liverpool before she was masted. The fore and main-masts were iron, the mizen-mast was wood. The owners of the "Tayleur" engaged Mr. Gray to supply her with compasses, and to make such adjustments as were usual and necessary. He supplied three compasses for the "Tayleur," the steering compass, one in front of the poop, and a tell-tale compass in the skylight, and applied compensating magnets to each of them, in accordance with the plan invented by the Astronomer Royal. Mr. Gray declares that the iron masts could not have had any practical effect on the adjustment of the compasses.

The Board may here observe, that it has not been the practice hitherto in this port to swing ships for the purpose of adjusting their compasses after the cargo and equipments have been put on board, and are decidedly of opinion that it would, in many instances, be impracticable to adhere to any rule to enforce this process, while in all others it would occasion great delay and difficulty. In the case of the "Tayleur" it appears that if these precautions had been adopted, it would not have been attended with any advantageous results, since by the evidence it is proved that when the "Tayleur" left the river, the compasses were correct.

Three or four days previously to the "Tayleur's" leaving the dock, Mr. Moore, one of the owners, instructed Mr. Gray to ascertain whether the compasses were still correct. After examining them, Mr. Gray replied, in a note to Mr. Moore, that they were quite correct.

This Board are of opinion, that captains and owners of iron ships generally would consider that they had done their utmost with reference to their compasses when they had confided their arrangement to the professional man of the greatest experience in the port; but Captain Noble, although he did not conceive himself justified in interfering with the arrangements of Mr. Gray, took great pains to check the compasses by means independent of those provided. He obtained compasses from other makers, and instituted experiments to ascertain whether there existed a place on board at which no deviation was sensible; he discovered such a place on the main-stay, and made arrangements for placing one there in fine weather. He availed himself of opportunities that occurred whilst the ship was being swung by the tide in the river, to compare the compasses, and after he left the port he observed the bearings of headlands and lights to test their accuracy.

This Board cannot, therefore, censure Captain Noble for having been neglectful in reference to his compasses.

Notwithstanding these precautions, however, it appears to this Board that the "Tayleur" was brought into the dangerous position in which the wreck took place, through a deviation of the compasses, the cause of which they have been unable to determine. This Board would call particular attention to the fact, that numerous instances have been brought under their consideration of compasses having been proved greatly in error on board of both wood and iron ships whilst navigating the Irish Channel, and which deviation is not accounted for by any theory at present. They therefore strongly recommend all shipmasters to doubt the accuracy of their compasses, and to adopt every means in their power to check and to test them.

In the case of the "Tayleur," it appears that up to four o'clock in the morning of the day on which the wreck took place, the compasses differed but slightly from each other; the lights and headlands were duly made, and this indicated that the steering compass was correct. Subsequently this compass and the one in front of the poop varied to the extent of two points. Captain Noble endeavoured to ascertain the causes of this deviation, and was led to the conclusion that the one in front of the poop was in error, which he attributed to the proximity of more than two hundredweight of iron chain, part of the mizen-topsail sheets, which had been brought down in sheeting home the sail; the tell-tale compass being sluggish, and not operating as a check upon the others, he relied upon his steering compass being still correct. This he never doubted till he saw Lambay Island, up to which time he believed his course was leading down 'mid Channel.

Had an opportunity occurred of taking the bearing of a heavenly body after this great discrepancy between the compasses had been discovered, Captain Noble would be open to the charge of neglect, if he had not availed himself of the opportunity of determining the error of his compasses by an azimuth or an amplitude. But it appears from evidence that such an opportunity did not occur, the weather being hazy and cloudy; there was no azimuth compass on board, but Captain Noble had been in the habit of correcting his compasses by amplitudes taken by means of the common compass; a practice almost universally adopted in the merchant service, and by which means shipmasters can detect an error in their compass likely to lead to any serious result. Although this Board could desire that to such ships as the "Tayleur," instruments should be supplied capable of determining the bearings of headlands and of heavenly bodies, with the greatest amount of correctness, yet they do not consider Captain Noble obnoxious to censure in following a system so generally adopted; nor can they perceive that the loss of the "Tayleur" is in any way connected with the absence of an azimuth compass.

Believing that the ship was making her course good, and that she was sailing directly down Channel, Captain Noble did not deem it necessary to take soundings, although he was quite prepared to do so, the line and lead being  
ready

ready on deck by his orders. It appears, however, that in this instance a cast of the lead would not have indicated the error which had occurred in reference to the ship's position, as the real and the supposed track were similar both with regard to the depth of water and the nature of the bottom.

This Board have taken great pains to ascertain whether, after the "Tayleur" had got into her dangerous position, Captain Noble exercised skill as a seaman in attempting to get her clear of the land; and it appears to this Board that his manœuvres were regulated by a degree of discretion, and by the exercise of an amount of ability which fully entitle him to be regarded as a competent seaman.

This Board further record the open and distinct manner in which Captain Noble has replied to all the questions put to him during this investigation.

From the whole of these proceedings, this Board have been fully impressed with the conviction, that Captain Noble, notwithstanding the serious disaster with which his name is connected, possesses skill and ability both as a navigator and as a seaman, and they have therefore no hesitation in reporting to my Lords their unanimous opinion,—

That John Noble is, neither from incompetency nor from any other cause, either specified in the Act or not therein specified, unfit to discharge the duties of a master; and this Board therefore recommend to my Lords the renewal of his certificate of competency.

(signed) *J. Aikin,*  
Chairman.

---

**CAPTAIN NOBLE.**

---

**COPY of the REPORT and EVIDENCE taken  
before the LIVERPOOL MARINE BOARD, in the  
Case of Captain Noble of the "Tayleur."**

**(Mr. Liddell.)**

---

---

*Ordered, by The House of Commons, to be Printed,  
7 April 1854.*

---

---

# HARBORS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons,  
dated 16 May 1854 ;—for,

DETAILED STATEMENT “relative to the HARBORS OF REFUGE, showing,

1. The Total Estimated Cost of the Works proposed ;
2. The Sums already Voted by Parliament for each Harbor ;
3. The Amount required to be Voted in the present Year, ending the 31st day of March 1855 ;
4. The Sums that will remain necessary for the Completion of the Works ; accompanied by the REPORTS of the ENGINEERS in Charge of the Works, for the Four Quarters of the Year ending the 31st day of March 1854—(in continuation of Parliamentary Paper, No. 304, of Session 1852-3).”.

N. B.—The Papers printed for The House, No. 455 of 1850, No. 520 of 1851, No. 274 of 1852, and No. 304 of 1853, contain full particulars of these Harbors up to 31 March 1853.

*Ordered, by The House of Commons, to be Printed, 1 June 1854.*

ACCOUNT showing Total Estimated Cost of Works ; Sums already Voted ; Sums Estimated for the Year 1854-55 ; and Balance necessary for Completion.

HARBORS.	Total Estimate.	Total Amount of Votes.	Vote required for 1854-5.	Subsequent Votes required to complete the Works.	REMARKS.	Reports of Engineers.
	£.	£.	£.	£.		Page
1. Dover - -	( <sup>1</sup> ) 245,000	210,000	34,000	1,000	-- The works are contracted for, and to be completed in 1854.	2 to 5
2. Harwich - -	110,000	110,000	- Nil -	- Nil -	{ -- The works under the old contract are now completed, but a sum of 15,000 l. is required for the removal of shoals not provided for in the original Estimate.	5 to 9
Ditto - -	- -	- -	15,000	- -		
3. Alderney - -	( <sup>2</sup> ) 880,000	307,000	75,000	498,000	-- The works in this Estimate may be completed in eight years.	9. 11. 13. 15.
4. Jersey - -	( <sup>3</sup> ) 700,000	( <sup>4</sup> ) 262,000	28,000	415,000	-- The works are let to the same contractors as the Alderney works.	10. 12. 14. 16.
5. Portland (Harbor and Breakwater).	( <sup>5</sup> ) 588,959	365,000	90,000	133,959	-- The works are under contract, and progressing satisfactorily.	18 to 21

(<sup>1</sup>) This sum is the estimate for a pier of 800 feet long at Cheeseman's Head : an extension of it is contemplated.

(<sup>2</sup>) The estimate for the works at Alderney has been increased since the last Return, to embrace an extended scheme approved of by the Board of Admiralty.

(<sup>3</sup>) The Northern Breakwater will be completed this year. The works of the Southern Breakwater have been suspended nearly five years.

(<sup>4</sup>) This sum includes the purchase of the Island of Jethou, near Guernsey, and a small piece of land for Ordnance purposes in Guernsey, with preliminary and other expenses, amounting to 1,731 l. 2 s. 5 d.

(<sup>5</sup>) This includes the sum of 30,000 l. for the purchase of 474 acres on the shore of the bay, quarries, railways, &c.

Whitehall, Treasury Chambers, }  
17 May 1854.

JAMES WILSON.

## 1.—D O V E R.

ENGINEERS' QUARTERLY REPORT, from the 31st March to 30th June 1853.

Sir,

23, Great George-street, 6 July 1853.

A COMMENCEMENT was made with the diving operations on the 9th of April. These have actively proceeded, with but little interruption from the weather, to the present time ; so that the foundations of both walls, as well as of the cross wall at the outer end of the present contract, are now laid. The side walls have been advanced 55 feet, and raised on an average five feet in height during the past quarter.

The depth of water at the outer end of the pier, at low water of spring tides, is 35 feet on the west, and 31 feet on the east side.

Two mooring buoys have been placed on the east side of the pier, and the mooring chains have been fixed for the proposed buoy on the west side, which is being made.

The materials for the greater part of the low-water work remaining to be done under the present contract are upon the ground, and the timber work for the two outer landing jetties is being prepared ; so that we consider the contract works to be progressing satisfactorily.

The daily average number of men employed upon the pier during the past quarter has been 110.

Certificates amounting to 12,000 *l.* have been granted to Messrs. Freeman & Lee, the contractors, during the quarter, making a total of 158,500 *l.* since the commencement of the works.

We have, &c.  
(signed) *Walker, Burges, & Co.*

The Secretary to the Admiralty.

## RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1853.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks and Foremen.	Masons.	Carpenters.	Smiths.	Bricklayers.	Sawyers.	Divers.	Watchman.	Labourers.
Breakwater from Cheese- man's Head.	Oct. 1847	Oct. 1854	£ 234,862	£. 34,000	£. 12,000	£. 158,500	4	13	5	2	2	2	9	1	72

23, Great George-street, 7 July 1853.

(signed) *Walker, Burges, & Co.*

ENGINEERS'

## ENGINEERS' QUARTERLY REPORT from 30th June to 30 September 1853.

Sir,

23, Great George-street, 6 October 1853.

THE whole of Messrs. Freeman & Lee's contract work below low water of spring tides is now completed. During the quarter the side walls of the pier have been raised 24 feet for an average length of 52 feet, and the cross wall at the outer end has been raised 28 feet.

The timber work of the second landing jetty on the east side has been fixed, with the exception of the planking, and the west jetty is in progress.

A mooring buoy has been placed on the west side of the pier opposite to the jetty, and a pair of davits for a boat fixed on the east side.

The daily average number of men employed upon the works at the pier during the quarter has been 98.

Certificates amounting to 13,000 *l.* have been granted to Messrs. Freeman & Lee, the contractors, during the quarter, making a total of 171,500 *l.* since the commencement of the works.

We have, &amp;c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

## RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1853.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Foremen.	Carpenters.	Divers.	Smiths.	Millwright.	Labourers.	Masons.	Timekeeper.	Watchman.
Breakwater from Cheese- man's Head.	Oct. 1847	Oct. 1854	£. 234,862	£. 34,000	£. 13,000	£. 171,500	3	7	10	2	1	60	13	1	1

23, Great George-street, 6 October 1853.

(signed) *Walker, Burges, & Cooper.*

## ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1853.

Sir,

23, Great George-street, 18 January 1854.

DURING the past quarter the walls and hearting of the pier at Dover have been raised 27 feet for an average length of 40 feet. The east coping has been continued to within 65 feet of the end of the contract, and the piles of the west landing jetty have all been fixed.

The very severe westerly gales which occurred in the beginning of October, displaced some of the stones of the east wall, below low water, at the outer end of the pier; before reinstating them it was found necessary to take up some more blocks on this side to repair imperfections. These have not yet been replaced, for the strong easterly gales during last month have not only delayed this work, but have on two occasions carried away portions of the temporary hand-railing on the east side of the pier, and of the fence between the pier and the Lord Warden Hotel, besides washing off the pier some of the contractor's materials prepared for the works. No damage was, however, done either to the staging or to the completed permanent works.

# QUARTERLY REPORTS OF ENGINEERS ON THE

The daily average number of workmen employed upon the pier during the quarter has been 94.

No certificate has been granted to the contractors during the past quarter ; the total amount granted to Messrs. Freeman & Lee is as last reported, 171,500 *l*.

## Summary of Year 1853.

The progress made with the walls and hearting of the pier, during the past year, has been 74 lineal feet, of an average height of 58 feet, being founded in 30 feet water at low water spring tides.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

## RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1853.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Foremen.	Engineer.	Divers.	Masons.	Carpenters.	Smiths.	Labourers.	Sawyer.	Timekeeper & Watchmen.	
Breakwater from Cheese- man's Head.	Oct. 1847	Oct. 1854	£. 234,862	£. 34,000	£. - Nil -	£. 171,500	2	1	6	8	6	2	65	1	2	

23, Great George-street, 18 January 1854.

(signed) *Walker, Burges, & Cooper.*

## ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1854.

Sir,

23, Great George-street, 1 April 1854.

THE weather during the past quarter has not been favourable for diving operations. A portion of the stones that were disturbed at the outer end of the east wall have been replaced. The outer end of the west wall has not been raised since our last Report.

The outer landing jetty on the east side, and the jetty on the east side, have been completed.

Preparations are being made for extending the staging.

The daily average number of men employed on the pier during the quarter has been 57.

Certificates amounting to 10,000 *l*. have been granted to Messrs. Freeman & Lee during the past quarter, making the total sum granted to them 181,500 *l*.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN



RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending  
31st March 1854.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Number of Men Employed Daily.							
							Foremen, &c.	Masons.	Carpenters.	Smith.	Divers.	Millwright.	Watchman.	Labourers.
Breakwater from Cheese- man's Head.	Oct. 1847	Oct. 1854	£. 234,862	£. 34,000	£. 10,000	£. 181,500	4	5	7	1	5	1	1	33

23, Great George-street, 1st April 1854.

(signed) Walker, Burges, & Cooper.

## 2.—H A R W I C H.

### ENGINEERS' QUARTERLY REPORT, from the 31st March to 30th June 1853.

Sir,

23, Great George-street, 6 July 1853.

THE quantity of material dredged from the Glutton and Bone Shoals, during the past quarter, has been 35,000 cubic yards.

In the latter shoal, a number of oak piles have been met with; they are about five feet in length, and six to eight inches square, pointed at the lower ends. The dredging of the Glutton has been difficult, from the nature of the material and the quantity of rock which it has been necessary to blast before it could be raised.

There are a few small spots on the Altar and Cod Shoals, towards the mouth of the harbor, where from one foot to 18 inches have yet to be removed; these we have directed the contractors to finish as soon as the weather will permit them to do so.

The average number of men employed in the dredging and upon the break-water, during the quarter, has been 54.

No certificates have been granted to Messrs. Lee, the contractors, during the past quarter:

#### *Breakwater.*

Fifty tons of stone have been ordered, to protect the foot of the slope of the Breakwater at the outer end, where some of the loose stones had been disturbed by the winter storms, and the cement pointing that has been ordered is being done.

#### *Landguard Point.*

The long prevalence of easterly winds has caused Landguard Point, above the level of low water, to extend 50 feet since our last Report. There has also been an extension below low water, the exact amount of which has not, however, been ascertained.

We have, &c.

The Secretary to the Admiralty.

(signed) Walker, Burges, & Co.

## RETURN of EXPENSES and Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1853.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Foremen.	Mechanical Engineer.	Engine-drivers.	Stokers.	Smiths.	Carpenters.	Bricklayer.	Labourers.
Dredging Harbor (new contract).	June 1848	June 1853	£. 57,786	£. - Nil -	£. - Nil -	£. 50,000	4	1	3	3	4	3	1	35

23, Great George-street, 7 July 1853.

(signed) Walker, Burges, &amp; Co.

## ENGINEERS' QUARTERLY REPORT, from the 30th June to 30th September 1853.

Sir,

23, Great George-street, 6 October 1853.

THE dredgers have been working upon the Altar, Glutton, Bone and Gristle Shoals, and have raised 28,000 cubic yards during this quarter. The detached portions of the Altar Shoal have been removed, and there is now a clear passage into the harbor, with a depth of 18 feet at low water of spring tides. Over the Glutton Shoal the width of channel with this depth of water is only 500 feet, owing to a few lumps of rock not yet removed; but there is at this point also a channel two cables in width, with 17 feet at low water spring tides. Considerable progress has been made with the removal of the Bone Shoal. The progress in the Gristle Shoal has been retarded by a number of timber piles that have been met with in the dredging.

The average number of men employed in dredging and upon the breakwater has been 54 during the quarter.

Certificates amounting to 4,500 *l.* have been granted to Messrs. Lee, the contractors, during the quarter, making a total of 54,500 *l.* since the commencement of the works.

*Breakwater.*

The pointing of the upper part of the Breakwater is progressing, upwards of one-half is completed, and the stone ordered for the protection of the outer end below low water has been deposited.

*Landguard Point.*

The strong westerly winds during the quarter have retarded the growth of Landguard Point. The sections that have been taken show that the point has diminished in several places, although it has slightly increased in others.

We have, &amp;c.

(signed) Walker, Burges, &amp; Cooper.

The Secretary to the Admiralty.

RETURN

## RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1853.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Foremen.	Mechanical Engineer.	Engine-drivers.	Stokers.	Smiths.	Carpenters.	Storekeeper.	Labourers.
Dredging Harbor (new contract.)	June 1848	June 1853	£. 57,786	£. - Nil -	£. 4,500	£. 54,500	4	1	3	3	4	2	1	31

23, Great George-street, 6 October 1853.

(signed) Walker, Burges, &amp; Cooper.

## ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1853.

Sir, 23, Great George-street, 18 January 1854.

THE dredgers have been principally employed in working at the Bone and Gristle Shoals since our last Report. A little dredging has been done to complete the removal of the Cod and Glutton Shoals. The total quantity of material raised during the quarter has been 27,000 cubic yards. Messrs. Lee, the contractors, have informed us that they have completed the deepening of the 18 feet and 15 feet channels into the harbor, and request that the depth may be examined before their dredgers are removed from Harwich, which will soon be done, unless further dredging be determined upon, as the quantity remaining to be dredged at the Bone and Gristle Shoals is but small.

The daily average number of men employed during the past quarter in dredging and upon the Breakwater has been 57.

No certificates have been granted to the contractors during the past quarter. The total amount of certificates granted is 54,500 l.

*Summary of Year 1853.*

The total quantity of dredging executed in the past year has been 130,000 cubic yards.

*Breakwater.*

The pointing ordered to be done along the upper part of the Breakwater was nearly completed, when the work was stopped by the frost.

*Landguard Point.*

The recent easterly gales have counteracted the effect of the previous westerly gales, which had reduced the shingle at Landguard Point; and on the whole there is now a slight extension of the Point above low water since last midsummer. The continuance of rough weather has prevented any correct measurement being repeated below low water.

We have, &amp;c.

(signed) Walker, Burges, &amp; Cooper.

The Secretary to the Treasury.

**RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending  
31st December 1853.**

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Foremen.	Mechanical Engineer.	Engine-drivers.	Stokers.	Smiths.	Carpenters.	Storekeeper.	Labourers.
Dredging Harbor (new contract.)	June 1848	June 1853	£. 57,786	£. - Nil -	£. - Nil -	£. 54,500	4	1	3	3	4	3	1	38

23, Great George-street, 18 January 1854.

(signed) Walker, Burges, & Cooper.

**ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1854.**

Sir,

23, Great George-street, 1 April 1854.

THE dredging operations at Harwich have been confined to the removal of the remainder of the Bone and Gristle Shoals, and of a few lumps that had been unintentionally left at the Glutton and Cod Shoals. The total quantity of material raised during the past quarter has been 10,000 cube yards.

The average number of men employed during the quarter has been 48.

The contract works being completed, Messrs. Lee are entitled to the balance of the contract sum; but as the weather has prevented the proper surveys and soundings being taken, we recommend that a sum be retained in the hands of the Government, in case of any portion of the contract being found incomplete upon such survey being made, which will be done as soon as the weather is suitable for the purpose.

The whole amount of certificates granted is 54,500 l.

*Landguard Point.*

Although there has been no extension of Landguard Point above low water since our last Report, it appears, from sections recently taken, that the extension below low-water mark continues.

We have, &c.

(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

**RETURN**

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending  
31st March 1854.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Contract.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Foremen.	Engine-drivers.	Stokers.	Mechanical Engineer.	Smiths.	Storekeeper.	Carpenters.	Labourers.
			£.	£.	£.	£.								
Deepening Harbor (new contract).	June 1848	June 1853	57,786	- Nil -	- Nil -	54,500	4	3	3	1	4	1	2	30

23, Great George-street, 1 April 1854.

(signed) Walker, Burges, &amp; Cooper.

## 3 and 4.—CHANNEL ISLANDS.

## ALDERNEY.

## ENGINEERS' QUARTERLY REPORT, from 31st March to 30th June 1853.

Sir,

23, Great George-street, 6 July 1853.

A COMMENCEMENT was made with the foundation of the walls of the Western Breakwater on the 9th April, since which time 80 lineal yards of staging have been erected beyond the end of last season's work. The sea wall has been founded 69 yards in length; of this 34 yards are raised four feet above high water, and 35 yards 14 feet above low water. The foundation of the harbor wall has been extended 71 yards; of this 34 yards have been raised to the level of the coping, and the remainder to the level of 14 feet above low water.

The hearting between the sea and harbor walls has been extended with the walls, and for 34 yards in length is raised four feet above high water.

In addition to the stone used in the works above described, 46,000 tons have been deposited in the base of the breakwater during the past quarter.

The daily average number of workmen employed has been 628 during the quarter, and 45 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 11,000 *l.*, making a total of 227,054 *l.* since the commencement of the works.

We regret to have to report the death of a mason from the falling of a stone off a box, in which it was being lowered from the top of the staging, on the 11th of last month.

Another accident of a serious nature occurred two days afterwards from the breaking of a tension-rod, owing to which 13 men were thrown from the stage and injured; one, a labourer, has since died.

We have, &amp;c.

The Secretary to the Admiralty.

(signed) Walker, Burges, &amp; Co.

## RETURN of EXPENSES and Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1853.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Clerks, Fore- men, &c.	Carpenters, Sawyers, and Carpenters'	Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwaters from Grosnez and Bi- vette Points, open- ing quarries, and forming lines of railway, and depo- siting stone.	Jan. 1847	- -	£. 880,000	£. 62,000	£. 11,000	£. 227,054	21	52	213	35	16	7	265	19	45	

23, Great George-street, 7 July 1853.

(signed) Walker, Burges, &amp; Co.

## JERSEY.

## ENGINEERS' QUARTERLY REPORT, from 31st March to 30th June 1853.

Sir,

23, Great George-street, 6 July 1853.

THE sea-wall foundations of the Verclut Breakwater at St. Catherine's Bay have been extended 14 lineal yards, and the foundations of the harbor wall 17 lineal yards, during the past quarter. The sea and harbor walls have also been raised to the level of the underside of the coping, or 38 feet in height, for an average length of 30 lineal yards, and the upper part of the sea wall above the quay has been extended 15 lineal yards.

The mass of the breakwater below low water has been extended eight lineal yards, and is now 808 yards from the shore.

Twenty-eight thousand tons of stone have been deposited in the breakwater during the past quarter.

Preparations are being made for laying the foundation of the head of the Verclut Arm.

The daily average number of men employed upon the works has been 300, and of horses 25.

Messrs. Jackson & Bean, the contractors, have received certificates amounting to 7,000 *l.* during the past quarter, making a total sum of 152,000 *l.* granted to them since the commencement of the works.

We have, &amp;c.

(signed) Walker, Burges, &amp; Co.

The Secretary to the Admiralty.

**RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending  
30th June 1853.**

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.						
							Foremen and Clerks.	Carpenters and Sawyers.	Masons and Labourers.	Platelayers.	Quarrymen and Labourers.	Horse-drivers.	Horses.
			£.	£.	£.	£.							
Breakwaters from Ar- chirondel.	June 1847	- -	700,000	40,000	7,000	152,000	14	28	71	2	100	25	25

23, Great George-street, 7 July 1853.

(signed) Walker, Burges, & Co.

**ALDERNEY.**

**ENGINEERS' QUARTERLY REPORT, from 30th June to 30th September 1853.**

Sir,

23, Great George-street, 6 October 1853.

SINCE the date of the last quarterly report, the foundation of the sea and harbor walls of the Western Breakwater have been extended outward 35 lineal yards, their extreme outer ends being now 534 yards from the shore. Of the 104 lineal yards of sea wall founded this season, 74 yards have been brought to the level of 14 feet above high water, and the remaining 30 yards to four feet above high water. The whole of the harbor wall is raised to four feet above high water, and is ready for the coping.

The hearting between the sea and harbor walls has also been raised to four feet above high water, and is ready for the pitching.

The Promenade wall has been extended outwards for a length of 60 yards, and brought to seven feet above the level of the plinth.

The base of the breakwater under low water has been extended seawards, and a sufficient quantity of stone has been deposited for the foundation of the walls for 200 yards in advance of the masonry.

The total quantity of stone delivered on the works during the quarter has been 36,000 tons.

The weather has been unusually rough and unfavourable for the season of the year. On the 26th and 27th August, the sea removed some of the masonry and hearting in progress at the outer end of the work, and damaged some of the staging and machinery; all which was promptly made good by the contractors.

The daily average number of workmen employed during the quarter has been 621, and of horses, 46.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, has been 17,000 £., making a total of 244,054 £. since the commencement of the works.

We have again to record several fatal accidents to the workmen. On the 25th July a heavy sea came suddenly over the pier and staging, and washed four of the workmen into the harbor; three of them were drowned, and several others have at various times been killed or drowned from the staging; making, with those before reported, nine deaths during this season; a proof of the very exposed nature of the place, and hazardous character of the work.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1853.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Clerks, Fore- men, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Timmen and Boatmen.	Horses.	
Breakwaters from Grosnez and Bibette Points, opening quar- ries, forming railway and depositing stone.	Jan. 1847	- -	£. 880,000	£. 62,000	£. 17,000	£. 244,054	21	51	224	36	17	7	247	18	46	

23, Great George-street, 6 October 1853.

(signed) *Walker, Burges, & Cooper.*

JERSEY.

ENGINEERS' QUARTERLY REPORT, from 30th June to 30th September 1853.

Sir,

23, Great George-street, 6 October 1853.

THE foundations of the sea wall of the Verclut Breakwater have advanced 15 lineal yards, and that of the harbor wall eight lineal yards, during the quarter.

The sea and harbor walls have been raised to the level of the quay, or 38 feet above the foundations, for an average length of 33 lineal yards.

The upper part of the sea wall, above the level of the quay, has been extended 15 lineal yards, and has been raised on an average eight feet.

The foundation of the Promenade wall has been laid for 395 lineal yards, and one set of vaults commenced in this length, and the parapet wall on the sea-side has been raised ready for the coping for a length of 43 lineal yards.

The mass of the breakwater below low water has been carried out 18 lineal yards to the extremity of the head, being 826 yards from the shore.

22,000 tons of stone have been deposited in the breakwater during the past quarter.

The staging for founding the head has been completed.

The



The gales have been very severe during this quarter, but have not affected the works.

The daily average number of men employed upon the works has been 270, and of horses 22.

Messrs. Jackson & Bean, the contractors, have received certificates amounting to 8,500 *l.* during the past quarter, making a total of 160,500 *l.* since the commencement of the works.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1853.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Foremen.	Carpenters and Sawyers.	Masons and Labourers.	Blacksmiths and Labourers.	Platelayers.	Quarrymen and Labourers.	Horse-drivers.	Horses.
Breakwaters from Archirondel and Vercut Points.	June 1847	- -	£. 700,000	£. 40,000	£. 8,500	£. 160,500	15	28	71	21	2	111	22	22

23, Great George-street, 6 October 1853.

(signed) *Walker, Burges, & Cooper.*

ALDERNEY.

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1853.

Sir, 23, Great George-street, 18 January 1854.

DURING the past quarter the sea and harbor walls of the Western Breakwater have not been carried further eastward than was stated in our last Report, namely, 534 yards from the shore; but 74 yards of sea wall have been raised to the level of 20 feet above high water; making a total length of 494 yards of sea wall complete, except the coping.

Eighty yards of the Promenade wall have been raised to the level of the coping. Five recesses have been formed and arched over, under the Promenade.

The base of the breakwater has been extended seawards, and a portion of the stone has been laid down, below the level of low water, for a distance of 300 yards eastward of the extreme end of the walls.

The total quantity of stone deposited in the breakwater, during the quarter, has been 42,000 tons.

A considerable supply of concrete blocks and dressed stone has been prepared for the next season's work.

There have been several gales during the quarter, accompanied by heavy seas, which have not affected the works.

The daily average number of workmen employed during the quarter has been 497, and 38 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 7,500 *l.*, making a total of 251,554 *l.* since the commencement of the works.

#### Summary of Year 1853.

Since the beginning of the year, the walls and hearting have been advanced, on the average, 104 lineal yards; and about 158,000 tons of stone have been deposited in the breakwater.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

#### RETURN of EXPENSES and Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1853.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Clerks, Fore- men, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.	
Breakwaters from Grosnez Point and Bibette Head.	Jan. 1847	- -	£. 880,000	£. 62,000	£. 7,500	£. 251,554	21	39	108	34	17	5	256	17	38	

23, Great George-street, 18 January 1854.

(signed) *Walker, Burges, & Cooper.*

#### JERSEY.

#### ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1853.

Sir,

23, Great George-street, 18 January 1854.

THE sea and harbor walls of the Verclut Breakwater have been raised to the level of the Quay, or 38 feet above the foundations, for an average length of five lineal yards. No foundations have been laid of either wall during the present quarter.

The first course of the foundations of the circular head has been laid for a length of 47 lineal yards, and the second course for a length of 32 lineal yards. The slipway wall has been extended in-shore as a protection to the approach, from the South Quarries to the Breakwater, for a distance of 56 lineal yards.

The upper part of the sea wall, above the quay level, has been extended 78 lineal yards, and raised, on an average, nine feet, and the parapet of the sea wall has been extended 82 lineal yards.

The Promenade wall has been carried forward for 146 lineal yards, the total length finished to the full height being 485 lineal yards, of which 136 lineal yards has been coped. One set of alcoves, or vaults, has been completed, and another set commenced.

The

The mass of the breakwater remains as at the last quarter; viz., 826 yards from the shore.

Eighteen thousand tons of stone have been deposited in the breakwater during the past quarter.

The daily average number of men employed upon the works has been 233, and of horses, 21.

Messrs. Jackson & Bean, the contractors, have received certificates amounting to 5,000 £. during the past quarter, making a total of 165,500 £. since the commencement of the works.

#### Summary of Year 1853.

The advance made with the sea and harbor walls has been, on the average, 104 lineal yards, and with the mass below low water, 55 lineal yards.

The total quantity of stone deposited in the works has been 106,000 tons.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

#### RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1853.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks and Foremen.	Carpenters.	Masons and Labourers.	Blacksmiths and Labourers.	Platelayers.	Quarrymen and Labourers.	Horse-drivers.	Horses.
			£.	£.	£.	£.								
Breakwaters from Archi- rondele and Verclut Points.	June 1847	- -	700,000	40,000	5,000	165,500	14	26	71	19	2	80	21	21

23, Great George-street, 18 January 1854.

(signed) *Walker, Burges, & Cooper.*

#### ALDERNEY.

#### ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1854.

Sir,

23, Great George-street, 1 April 1854.

THE distance of the outer end of the foundation of the sea and harbor walls from the shore remains as stated in our last Report, 534 yards. The upper portion of the sea wall for 32 yards in length has been raised to the level of 20 feet above high water, making a total length of 526 yards of sea wall completed, except the coping.

Twenty-five yards of the Promenade wall have been raised to the level of the coping, and two recesses under the Promenade have been arched over. The Promenade wall is ready for the coping for a length of 526 yards from the shore.

276.

B 4

The

The total quantity of stone deposited in the base and foreshores below low water during the last quarter has been 10,000 tons.

A large quantity of stone has been prepared at the quarries, and a number of concrete blocks have been made for this season's work.

Although the past winter has been very stormy, the works have not sustained damage from the sea.

The daily average number of workmen employed during the quarter has been 362, and of horses 32.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 3,500 *l.*, making 255,054 *l.* since the commencement of the works.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1854.

DESCRIPTION of WORK.	Date of com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Clerks and Foremen.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.	
			£.	£.	£.	£.										
Breakwaters from Grosnez and Bibette.	Jan. 1847	- -	880,000	62,000	3,500	255,054	21	32	76	32	17	5	169	10	32	

23, Great George-street, 1 April 1854.

(signed) *Walker, Burges, & Cooper.*

JERSEY.

ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1854.

Sir,

23, Great George-street, 1 April 1854.

THE foundation of the head of the Verclut Breakwater below low water has been completed and joined to the sea and harbor walls, and the masonry above the foundation is in hand. The coping of the harbor wall has been extended 98 lineal yards, and the pitching behind completed for a length of 146 yards. The Promenade wall has been extended 100 lineal yards, and coped for a length of 171 yards. The second set of alcoves has been completed. The parapet to the sea wall has been extended 159 yards, the total length from the shore being 408 yards.

Ten thousand tons of stone have been deposited in the breakwater during the past quarter.

Strong

Strong gales and heavy seas have been experienced during the past winter, but no damage has been done to the works.

The daily average number of men employed upon the works has been 173, and of horses 21.

Certificates have been granted to the contractors, amounting to 5,000 *l.* during the past quarter, making a total of 170,500 *l.* since the commencement of the works.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1854.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks and Foremen.	Carpenters and Sawyers.	Masons and Labourers.	Blacksmiths and Labourers.	Horse-drivers.	Quarrymen and Labourers.	Platelayers.	Horses.
Breakwaters from Archironde! and Verclut Points.	June 1847	- -	£ 700,000	£ 40,000	£ 5,000	£ 170,500	14	18	57	13	21	48	2	21

23, Great George-street, 1 April 1854.

(signed) *Walker, Burges, & Cooper.*

## 5.—HARBOR OF REFUGE AND BREAKWATER AT PORTLAND. - - -

## RETURN of EXPENSES and Number of MEN EMPLOYED

DESCRIPTION of W O R K.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised.	Amount Expended during the Quarter.
Quarter ending 30th June 1853 :					
The construction of a Breakwater of 2,500 yards in length, which completely shelters 2,107 acres of Portland Bay; 1,758 acres having two fathoms water and upwards at low water spring tides, 1,590 acres having three fathoms and upwards, and 1,290 acres having five fathoms and upwards.	11 August 1847 Contract for 3,000 feet of Breakwater, construction of heads to entrance, and supply of implements and materials for quarries, dated 1st March 1852.	- - Time depend-ent on the appli-cation of convict labour in procur-ing the stone.	£. 558,959 for rubble depo-sits of Break-water, exclusive of cost of land along the shores of the bay, and for quarries, rail-ways, &c. &c.	In the Year	£.
				1846 -	30,000
				1847 -	40,000
				1848 -	50,000
				1849 -	37,500
				1850 -	37,500
				1851 -	30,000
				1852 -	50,000
				1853 -	90,000
					<u>365,000</u>
Quarter ending 30th September 1853 :					
The construction of a Breakwater of 2,500 yards in length, which completely shelters 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low water spring tides, 1,590 acres having three fathoms and upwards, and 1,290 acres having five fathoms and upwards.	11 August 1847 Contract for 3,000 feet of Breakwater, construction of heads to entrance, and supply of implements and materials for quarries, dated 1st March 1852.	- - Time depend-ent on the appli-cation of convict labour in procur-ing the stone.	£. 558,959 for rubble depo-sits of Break-water, exclusive of cost of land along the shores of the bay, and for quarries, rail-ways, &c.		£.
				1846 -	30,000
				1847 -	40,000
				1848 -	50,000
				1849 -	37,500
				1850 -	37,500
				1851 -	30,000
				1852 -	50,000
				1853 -	90,000
					<u>365,000</u>
20,590					

## - 5.—HARBOR OF REFUGE AND BREAKWATER AT PORTLAND.

for the Four Quarters of the Year ending 31st March 1854.

Amount Expended from Commencement, including the present Quarter.	AVERAGE NUMBER EMPLOYED.										REMARKS.	
	Foremen and Weighters.	Carpenters.	Masons and Stonecutters.	Smiths, &c.	Engine-drivers, Fitters, &c.	Breakmen and Platelayers.	Sawyers.	Boatmen and Divers.	Labourers and Quarrymen.	Horses.		Convicts in Quarries.
£. s. d. 215,810 -- exclusive of payments for land, stock, and plant, and miscellaneous minor dis- bursements, amounting to £. 79,500.	11	22	26	17	14	3	4	13	222	23	464	<p>- - During the past quarter there has been deposited in the Breakwater 62,560 tons of stone. Several working parties of convicts have been withdrawn from the Ordnance works on the Verne within the last six weeks, and again placed to work in the Breakwater quarries; an increase in the quantity of stone deposits may therefore be expected in the ensuing quarter.</p> <p>The Breakwater stage, which now extends 2,957 feet from the original shore-line, has been carried seaward 120 feet since the date of the last Return, and also 94 feet westward or towards the eastern head of the passage or opening.</p> <p>The divers are regularly occupied in the operations necessary for levelling the foundations to receive the first footing course for the west head of the passage; about one-fourth of the whole area being ready, they will commence setting the stone in the course of next week.</p>
£. s. d. 236,010 -- exclusive of payments for land, stock, and plant, and miscellaneous minor dis- bursements, amounting to £. 81,000.	14	29	25	22	9	29	4	19	264	24	668	<p>- - The total quantity of stone deposited in the Breakwater to this date amounts to 1,010,923 tons. Since the quarter ending 30th June, there have been deposited 112,807 tons of stone, being a much larger quantity within the same period than at any time since the commencement of the works, the increase being chiefly due to the employment of a larger number of convicts, and, to some extent, to the employment of free labour quarries. Upwards of 250 feet lineal of Breakwater stage have been constructed during the past quarter; viz., 59 feet eastward or seaward, and 198 feet towards the eastern head of the passage.</p> <p>The first three foundation or footing courses of the west head of the passage are nearly completed, and the setting of the mould stones will commence by the middle of October at latest.</p>
												<p>Average at commencement of Quarter . . . 616 Present average . . . 881</p>

## PORTLAND HARBOR AND BREAKWATER—continued

DESCRIPTION of W O R K.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised.	Amount Expended during the Quarter.	
Quarter ending 31st December 1853 :						
The construction of a Breakwater of 2,500 yards in length, which completely shelters 2,107 acres of Portland Bay; 1,758 acres having two fathoms water and upwards at low water spring tides, 1,590 acres having three fathoms and upwards, and 1,290 acres having five fathoms and upwards.	11 August 1847	- - Time depend-ent on the appli-cation of convict labour in procur-ing the stone.	£. 558,959 for rubble depo-sits of Break-water, excluasive of cost of land along the shores of the bay, and for quarries, rail-ways, &c.	In the Year	£. 17,370	
	Contract for 3,000 feet of Breakwater, con-struction of heads to entrance, and supply of imple-ments and mate-rials for quarries, dated 1st March 1852.			1846 -		30,000
				1847 -		40,000
				1848 -		50,000
				1849 -		37,500
				1850 -		37,500
				1851 -		30,000
				1852 -		50,000
				1853 -		90,000
						<u>365,000</u>
Quarter ending 31st March 1854 :						
The construction of a Breakwater of 2,500 yards in length, which completely shelters 2,107 acres of Portland Bay; 1,758 acres having two fathoms water and upwards at low water spring tides, 1,590 acres having three fathoms and upwards, and 1,290 acres having five fathoms and upwards.	11 August 1847	- - Time depend-ent on the appli-cation of convict labour in procur-ing the stone.	£. 558,959 for rubble depo-sits of Break-water, exclusive of cost of land along the shores of the bay, and for quarries, rail-ways, &c. &c.		£. 13,050	
	Contract for 3,000 feet of Breakwater, con-struction of heads to entrance, and supply of imple-ments and mate-rials for quarries, dated 1st March 1852.			1846 -		30,000
				1847 -		40,000
				1848 -		50,000
				1849 -		37,500
				1850 -		37,500
				1851 -		30,000
				1852 -		50,000
				1853 -		90,000
						<u>365,000</u>

Portland, 31 March 1854.



## PORTLAND HARBOR AND BREAKWATER—continued.

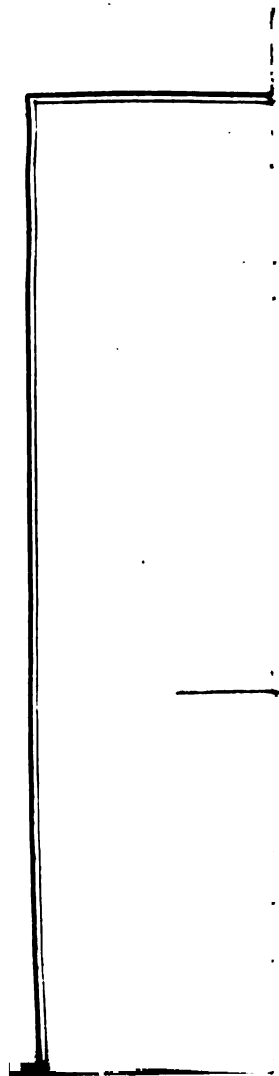
Amount Expended from Commencement, including the present Quarter.	AVERAGE NUMBER EMPLOYED.										REMARKS.	
	Foremen and Weighers.	Carpenters.	Masons and Stonecutters.	Smiths, &c.	Engine-drivers, Fitters, &c.	Breakmen and Platelayers.	Sawyers.	Boatmen and Divers.	Labourers and Quarrymen.	Horses.		Convicts in Quarries.
£. s. d.												
253,380 - - exclusive of payments for land, stock, and plant, and miscellaneous minor dis- bursements, amounting to 82,500 l.	13	29	26	17	19	34	4	17	295	28	865	- - During the past quarter the weather has been more severe, and the gales of wind more numerous than in any previous quarter since the commencement of the Breakwaters; it is therefore a great satisfaction to be able to report, not only that there has been no damage done to any portion of the works of a kind worth mentioning, but that even a greater quantity of stone has been deposited during this quarter than in the previous fine weather quarter; and that had the convicts been able to supply even a much larger quantity of stone than they have done, such has been the safety and efficiency of the staging, and its railway, that it could have been most advantageously deposited in the Breakwater. But not only has the quantity of rough stone deposited in the works during the past quarter been greater than in any previous quarter, but the masonry work of the head of the inner Breakwater has been also considerably advanced, and the diving operations which it involved have not been nearly so much retarded by the bad weather as was anticipated. This difficult part of the work is now all founded at a depth of 24 feet below low water, and portions of it raised within 16 feet of that level. The works now extend for a length of 3,130 feet from the original shore-line, and give sufficient shelter to protect a large number of vessels, of all classes and kinds, either whilst waiting a wind or when requiring refuge. During the past quarter, the Lords of the Admiralty made their annual inspection, and considered the works sufficiently advanced to make it desirable to lay down one set of first-class moorings, which has been done accordingly. The accompanying Chart of the Bay will show the progress made with the works, and the shelter they now afford.—[ <i>Vide</i> Plan (A.) annexed.]
266,430 - - exclusive of payments for land, stock, and plant, and miscellaneous minor dis- bursements, amounting to 85,738 l.	12	28	25	15	21	39	4	14	240	30	926	- - The quantity of stone loaded and sent from the quarries by the convicts for depositing in the Breakwater, during the past quarter, has been 117,594 tons, which exceeds the quantity supplied in any previous quarter since the commencement of the works; much of this increase being due to the greater amount of work they have performed within the last six weeks.  The Breakwater is now advanced to a distance of 3,302 feet from the original shore-line, and shelters a considerable area of deep water; and if the prisoners continue the same amount of stone per week for the whole summer as they have sent down for each of the past six weeks, the Breakwater will be advanced by the autumn so as to add greatly to the shelter of the anchorage in the Bay during the next winter.  On the 3d January ultimo there was a very heavy gale from the S. E., on this part of the coast, during which the Royal West India Company's steamer " <i>Magdalena</i> " put in and landed her mails, and took in coal, and rode out the gale in safety, as did the " <i>Bosphorus</i> " Cape mail steamer, which put in on the same day.  Satisfactory progress is now being made with the deposits for the foundation of the eastern head of the passage, and the diving operations for setting the masonry in the head of the inner Breakwater, necessarily suspended during the winter, will be resumed immediately.  The annexed Chart shows the present extent of the works.— <i>Vide</i> Plan (B.) annexed.]

Jas. M. Rendel, Engineer-in-Chief.  
Jno. Coode, Resident Engineer.













**HARBORS OF REFUGE.**

---

**DETAILED STATEMENT** relative to the **HARBORS OF REFUGE** at *Dover, Harwich, Alderney, Jersey,* and *Portland*; together with the **QUARTERLY REPORTS** of the **ENGINEERS**, for the Year ending 31 March 1854.

*(Mr. Wilson.)*

---

*Ordered, by The House of Commons, to be Printed,  
1 June 1854.*

---

**[Price 1 s.]**

276.

*Under 8 oz.*



## CHANNEL ISLANDS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 9 August 1853;—for,

ACCOUNT “of the several SUMS paid for the PURCHASE of LAND in the  
CHANNEL ISLANDS for Harbour and for Fortification Purposes ; stating the  
Place where situated, the Extent of the Land, the Date when Purchased, and  
the Prices Paid for the same.”

(*Mr. Hume.*)

---

*Ordered, by The House of Commons, to be Printed,*  
*7 February 1854.*

---

## J E R S E Y.

RETURN of the Purchase of Houses and Lands, effected in the Years 1846, 1847, 1848, and 1849, in the Island of Jersey, for the purposes of a Harbour of Refuge, and of the Sums of Money paid for the same.

No.	DATE of PURCHASE.	DESCRIPTION of PROPERTY.	Where Situated.	Measurement.	FROM WHOM PURCHASED.	AMOUNT OF PRICE.			REMARKS.
						Redeemable "Rentes."	Money.	Unredeemable "Rentes" remaining charged on the Property.	
						Qrs. c. s.	£. s. d.	Qrs. c. s.	
1	1846: Nov. 28	Two houses and gardens, with côtills adjoining.	St. Catherine's,* in the Parish of St. Martin's	<i>Verg. per. ft.</i> 6 25 12½	Mr. John Edward Perchard	- - -	230 11 5	1 2 2	* This property was purchased and valued as a whole, and not by measurement.
2	" 28	Côtills de Verclut -	- ditto -	6 33 0	Mr. Thomas Le Hucquet (Fosse)	- - -	682 10 -	- - -	
3	" 28	Côtills de Feret et de Guillemine	- ditto -	2 20 0	Mr. George Mollet -	- - -	100 12 11	- - -	
4	" 28	Côtill des Landes Closées, with seigneurial rights.	- ditto -	20 0 0	Mr. Moreau Amy -	- - -	1,040 - -	- - -	
5	" Dec. 5	House, offices, and lands of Greenclyff.	- ditto -	24 0 0	William Henry Hartman, esq.	- - -	2,971 3 -	2 - -	The sum in money opposite the amount in rente is the value of the redeemable rente.
6	1847: May 28	House, offices, and lands	- ditto -	15 25 14	Mr. Elias Gaudin -	91 4 - 10	1,624 7 8	3 5 1½	
7	" July 17	Small piece of land	- ditto -	0 5 0	Mr. Moreau Amy -	- - -	- - -	- 4 1	
8	" 31	Côtill at Les Landes	- ditto -	1 18 9	Mr. Philip Le Bastard -	2 1 3½	38 18 5	- - -	
9	" 31	Côtill at Verclut -	- ditto -	2 11 16	Mr. Elias Whitley -	3 3 3	61 - 4	- - -	
10	" 31	Piece of orchard and cõtill	- ditto -	1 36 18	Mrs. M. E. Laurens -	8 - -	142 - -	- 1 4½	The unredeemable rentes remain charged upon the property.
11	" 31	House and garden	- ditto -	0 10 0	Mr. George Le Four -	12 - -	213 - -	- - -	
12	" 31	Garden and cõtill -	- ditto -	1 26 8	Mr. John Blampied -	2 5 -	47 14 -	- - -	
13	" Aug. 4	House, offices, and garden	- ditto -	0 30 0	Mrs. Fanny Sohler -	27 - 3	460 1 3	- 7 3	
14	" 7	House and land -	- ditto -	0 12 0	Mr. Edward Noël -	15 - -	266 5 -	- - -	
15	" 7	Garden and cõtill -	- ditto -	5 32 0	Mr. Edward Noël, jun.	9 5 5½	172 15 8	- 5 3	
16	" 11	Field and cõtills de la Crête	- ditto -	27 22 0	Mr. Phil. Charles Godfray -	63 3 3½	1,126 4 -	- - -	
17	" Oct. 5	House, offices and lands at Verclut.	- ditto -	53 36 18	Mr. Thomas Le Hucquet (Pièce)	274 1 -	4,660 2 6	6 2 4½	
18	" 23	House and garden	- ditto -	0 20 0	Mr. Charles Perchard -	10 - -	170 - -	- - -	
19	" 23	House and land -	- ditto -	0 15 0	Mr. George Noël, son of Nicholas	17 - -	289 - -	- - -	
20	" 23	House and garden	- ditto -	0 12 0	Mrs. Elizabeth Vardon -	12 - -	204 - -	- - -	
21	" 23	House and garden	- ditto -	0 30 0	Mr. David George Fauvel -	18 - -	306 - -	- - -	
22	" 30	Piece of land -	- ditto -	1 30 5	Mrs. Delicia Mauger -	7 - -	119 - -	- - -	
23	" 30	Piece of land -	- ditto -	1 28 20	Mrs. Douce Liott -	- - -	47 13 -	- - -	
24	" Nov. 6	House, garden, and cõtill	- ditto -	1 20 0	Mr. Phil. Charles Le Séelleur	15 - -	255 - -	- 1 4	
25	" 6	House, garden, and cõtill	- ditto -	1 10 0	Mr. Thomas Nicolle -	16 - -	272 - -	- - -	
26	" 9	Piece of land -	- ditto -	0 27 6	Mias Ann Laffoley -	- - -	30 - -	- - -	
27	" 9	House, offices, and gardens	- ditto -	6 30 0	Mrs. Rebecca Davies -	159 5 3	2,714 13 9	- 2 3	
28	" 13	House, offices, and land	- ditto -	2 20 0	Mr. Daniel Le Gros -	56 - -	952 - -	- - -	
29	" 13	House, offices, and garden	- ditto -	0 25 0	Mr. Elias Gallichan -	28 - -	476 - -	- - -	
30	" 13	House, offices, and garden	- ditto -	0 15 0	Mr. John Park -	30 - -	510 - -	- - -	
31	" 27	House and land -	- ditto -	2 20 0	Mr. Francis Jennes -	18 7 -	285 17 6	1 1 -	
32	" 27	Field -	- ditto -	4 25 21	Mr. David Le Séelleur	16 7 2	286 17 6	1 5 -	
33	" 27	Two houses and garden -	- ditto -	2 0 0	Mr. Noah Noël -	24 2 -	412 15 -	- 0 -	

[illegible]

## RETURN of the Purchase of Houses and Lands, effected in the Years 1846, 1847, 1848, and 1849, in the Island of Jersey, &amp;c.—continued.

No.	DATE of PURCHASE.	DESCRIPTION of PROPERTY.	Where situated.	Measurement.	FROM WHOM PURCHASED.	AMOUNT OF PRICE.			REMARKS.
						Redeemable "Rentes."	Money.	Unredeemable "Rentes" remaining charged on the Property.	
						Qrs. c. s.	£ s. d.	Qrs. c. s.	
83	1848 Sept. 9	Two pieces of cdtil	St. Catherine's -	<i>Verg. per. ft.</i> 0 35 16	Mr. Philip Gallichan -	1 6 1½	30 5 8	Qrs. c. s.	
84	" Oct. 8	Two houses, offices and lands -	ditto -	0 30 0	Mr. Philip Renouf, jun. -	-	491 - -	1 7 2½	
85	" Nov. 27	House, offices and lands -	ditto -	11 8 16	Mrs. Margaret Hemery -	63 - -	1,071 - -	4 4 -	
86	" Nov. 11	Piece of land -	ditto -	15 14 4	Edmund Alexander McNeill, esq. -	78 1 5½	1,245 5 -	3 4 -½	
87	" Dec. 2	Lands at "Nez du Guet" -	ditto -	5 21 0	Mr. Charles Vaudin's children -	7 7 -	138 17 6	-	
88	1849 Feb. 17	Cdtil and meadow -	ditto -	18 25 8	Edward Nicolle, esq. and others -	-	504 - -	-	
89	" 24	Two pieces of land -	ditto -	2 6 11	Mr. John Richardson -	9 5 5	165 8 -	-	
90	" 24	Piece of land -	ditto -	0 6 0	Mr. George Buesnel -	-	99 4 7	-	
91	" Mar. 31	Two pieces of land -	ditto -	7 4 0	Mr. Philip Mollet -	-	232 1 6	-	
92	" April 21	House, offices and land -	ditto -	7 20 0	Mr. Philip Coutanche -	-	1,367 1 8	-	
93	" May 30	Three pieces of land -	ditto -	31 1 1	Mr. John Becquet -	-	1,035 8 2	1 4 4	
94	" June 16	House, offices and land -	ditto -	21 18 6	Mr. John Fauvel -	121 6 2½	2,070 15 4	5 3 2½	
95	" July 17	Two pieces of land -	ditto -	7 1 9	Thomas Budgen, esq. -	38 5 2	657 6 8	-	
96	" 17	Two pieces of land -	ditto -	6 3 14	Miss Jane Budgen -	33 1 5	564 17 11	-	
97	" Aug. 4	Cdtil and meadow -	ditto -	4 19 0	Mr. Isaac Renouf -	-	132 17 -	2 -	
98	" Sept. 25	Land at "Nez du Guet" -	ditto -	1 10 0	Mr. John Pallot -	1 7 -	31 17 6	-	
99	" Oct. 20	Lands at Archirondel -	ditto -	4 9 12	Mr. Philip Charles Godfray -	-	286 - -	-	
100	" 20	Seigneurial rights and "droits de champarts" on the property purchased, situate on the fiefs of Rozel and Petit Rozel.	ditto -	-	Philip Raoul Lemprière, esq. Lord of said fiefs.	-	651 4 8	-	
101	" Dec. 19	Seigneurial rights and "droits de champarts" on the properties purchased, situate on the fiefs of Anneville and Quetivel.	ditto -	-	James Godfray, esq., Lord of said fiefs.	51 - -	867 - -	-	
<i>Verg.</i>						3,260 6 3	£68,912 10 10	Qrs. 93 5 2½	

Law and other Expenses attending the Purchases to July 1849 - - - - £. s. d.  
Ditto - - - - ditto - - - - from July 1849 to February 1851 - - - - 3,249 4 4  
- - - - - 423 3 3  
£. 3,672 7 7

We certify the above statement to be correct.

J. W. Dupré, Attorney-General, Jersey.  
John Hammond, Advocate-General, Jersey.

## ALDERNEY.

STATEMENT of LANDS purchased in the Island of Alderney, by Order of the Lords Commissioners of Her Majesty's Treasury, in the Years 1847, 1848, 1849, 1850, 1851, 1852, and 1853.

DESCRIPTION of PROPERTY.	Where Situated.	From whom Purchased.	Extent of Land.	Date of Purchase.	Amount Paid.		TOTAL.		REMARKS.
					£.	s. d.	£.	s. d.	
Arable and pasture	Mannez	Nicholas Parmentier and others	<i>Vergees. Perches.</i> 9 19 <sup>8</sup> / <sub>10</sub>	- 1847	129	16 6			
Rough pasture and moor	- ditto	Nicholas Barbenson	8 30	- 1847	100	-			
Ditto	- ditto	Bony. Robilliard	1 30	- 1847	20	-			
Ditto	- ditto	Rachel Shade	0 35	- 1847	10	-			
Ditto	- ditto	John Shade	3 20	- 1847	53	12			
Ditto	- ditto	Mary Hocart	1 30	- 1847	20	-			
Arable and moor	- ditto	Peter Herivel and others	16 25	- 1847	190	-			
Ditto	- ditto	Michel Gaudion and others	16 25	- 1847	190	-			
Arable and gorse	- ditto	Edo. Pezet and others	16 25	- 1847	190	-			
Ditto	- ditto	William Herivel and others	16 25	- 1847	190	-			
Ditto	- ditto	Samuel Le Cocq and others	16 25	- 1847	190	-			
Arable	- ditto	Frederic Williams	1 5	- 1847	25	-			
Ditto	- ditto	John Polidor	3 0	- 1847	35	-			
Ditto	- ditto	James Bellam	2 25	- 1847	40	-			
Arable and moor	- ditto	Abraham Gauvain	9 25	- 1847	110	-			
			125 24 <sup>8</sup> / <sub>10</sub>	-	TOTAL for Quarries - -		1493	8 6	Monnez Quarries.
Arable	Corblets	John Richard Le Cocq	0 18 <sup>6</sup> / <sub>10</sub>	- 1847	27	18			
Ditto	- ditto	Lucas Le Cocq and others	1 25	- 1847	90	10			
Ditto	- ditto	James Le Ber and others	1 15	- 1847	83	3 6			
Ditto	Taille aux Simons	John Odoire and others	0 13 <sup>3</sup> / <sub>10</sub>	- 1847	19	19			
Ditto	Villain	Pierre Solier Gauvain	2 12 <sup>1</sup> / <sub>10</sub>	- 1847	92	8			
Ditto	- ditto	John Herivel and others	2 8 <sup>1</sup> / <sub>10</sub>	- 1847	133	4 6			
Ditto	Mielles	J. Wm. Simon and others	1 17 <sup>1</sup> / <sub>10</sub>	- 1847	86	3 6			
Ditto	Mont Hâlé	Pierre Renier and William Herivel	1 0 <sup>1</sup> / <sub>10</sub>	- 1847	49	18			
Ditto	- ditto	John Bot and others	1 17 <sup>1</sup> / <sub>10</sub>	- 1847	69	18			
Ditto	- ditto	Richard Herivel and others	1 9 <sup>1</sup> / <sub>10</sub>	- 1847	49	9			
Ditto	Valet Mélant	Daniel Towrtel and others	0 38 <sup>1</sup> / <sub>10</sub>	- 1847	58	1			
Ditto	- ditto	Thomas Honguez and others	4 28 <sup>1</sup> / <sub>10</sub>	- 1847	215	9			
Ditto	- ditto	Margaret Gosselin	0 30	- 1847	15	-			
Ditto	Roqueret	Peter Honguez and others	5 1 <sup>1</sup> / <sub>10</sub>	- 1847	137	9 3			
Ditto	Braye	Thomas Gaudion and others	1 23 <sup>1</sup> / <sub>10</sub>	- 1847	94	7 6			
Ditto	- ditto	Peter Mesny and others	0 39 <sup>1</sup> / <sub>10</sub>	- 1847	60	4 6			
Ditto	- ditto	Lucas Le Cocq and others	1 2 <sup>1</sup> / <sub>10</sub>	- 1847	59	12			
Ditto	- ditto	Henry Mignot and others	1 16 <sup>1</sup> / <sub>10</sub>	- 1847	59	16			
Ditto	Corblets	Richard Le Cocq and others	0 31 <sup>1</sup> / <sub>10</sub>	- 1848	46	19			
Ditto	- ditto	William Sebire and others	1 8 <sup>1</sup> / <sub>10</sub>	- 1848	71	11			
Ditto	- ditto	Thomas Le Ber and others	1 0 <sup>1</sup> / <sub>10</sub>	- 1848	51	5			
Ditto	Villain	Nicholas Le Ber and others	0 31 <sup>1</sup> / <sub>10</sub>	- 1849	41	2 6			

STATEMENT of Lands purchased in the Island of Alderney, by order of the Lords Commissioners of Her Majesty's Treasury, &amp;c.—continued.

DESCRIPTION of PROPERTY.	Where Situated.	From whom Purchased.	Extent of Land.	Date of Purchase.	Amount Paid.	TOTAL.	REMARKS.
			<i>Verges. Perches.</i>		<i>£. s. d.</i>	<i>£. s. d.</i>	
Pasture	Braye	Thomasine Gaudion	0 13 <sup>9</sup> / <sub>16</sub>	- 1850	41 14 -		
Ditto	ditto	Thomas Houguez	0 1 <sup>1</sup> / <sub>16</sub>	- 1850	5 2 -		
Ditto	ditto	Nichol Robilliard	0 0 <sup>9</sup> / <sub>16</sub>	- 1850	1 16 -		
			34 7 <sup>9</sup> / <sub>16</sub>	- - -	Total for Railway	1,663 16 3	Railway.
Arable	Les Rochers	Daniel Tourtel and others	9 7	- 1847	454 15 6		
Pasture and arable	ditto	Thomas Picot and others	4 20 <sup>8</sup> / <sub>16</sub>	- 1847	205 2 -		
Ditto	ditto	John and Mary Le Lievre	5 37 <sup>1</sup> / <sub>16</sub>	- 1848	203 2 -		
Ditto	ditto	Bony. Robilliard and others	4 30	- 1847	207 2 6		
Ditto	ditto	Ann Robilliard and others	1 27 <sup>5</sup> / <sub>16</sub>	- 1848	33 12 -		
Ditto	ditto	Samuel L. Robilliard and others	8 14 <sup>1</sup> / <sub>16</sub>	- 1847	394 19 6		
Ditto	ditto	Thomas Olivier and others	12 1 <sup>1</sup> / <sub>16</sub>	- 1847	568 19 -		
Ditto	ditto	Lucas Le Cocq and others	13 25 <sup>1</sup> / <sub>16</sub>	- 1847	645 15 -		
Ditto	ditto	Philip Bot and wife	1 30	- 1847	96 -		
Enclosed ditto	ditto	Peter Gauvain and others	4 33	- 1848	188 18 -		
Pasture	ditto	Daniel Sebire and others	7 31 <sup>1</sup> / <sub>16</sub>	- 1848	389 -		
Pasture and Arable	ditto	Nicholas Robilliard and others	13 9 <sup>1</sup> / <sub>16</sub>	- 1848	443 10 6		
Ditto	ditto	Peter Sebire	0 37 <sup>1</sup> / <sub>16</sub>	- 1848	46 10 7		
Arable	ditto	Robert Sanford and others	2 2 <sup>1</sup> / <sub>16</sub>	- 1851	41 9 -		
Pasture	ditto	Nicholas Le Bair, guardian to John Le Cocq.	1 19 <sup>1</sup> / <sub>16</sub>	- 1851	63 6 -		
Arable and pasture	ditto	John Sebire and others	4 6 <sup>1</sup> / <sub>16</sub>	- 1851	209 19 -		
Ditto	ditto	John Sebire, in right of his brother	0 31	- 1850	30 9 6		
Ditto	ditto	John Sebire, in right of his father	0 31	- 1851	32 8 2		
Ditto	ditto	John Sebire	0 31	- 1850	38 15 6		
Ditto	ditto	Thomas Pezet and family	3 15	- 1851	155 -		
Ditto	ditto	John Gaudion and family	2 8 <sup>1</sup> / <sub>16</sub>	- 1851	111 -		
			104 10 <sup>1</sup> / <sub>16</sub>	- - -	Total of Les Rochers	4,559 13 9	Rochers.
Arable, pasture and moor	Essex Farm, Longy	Francis Neel	200 0	- 1847	- - -		
Pasture	Val Longis	Mary Catts	0 1 <sup>1</sup> / <sub>16</sub>	- 1851	1 17 6		Longy Farm.
Ditto	Braye	Peter Mesny	- - -	- 1852	15 -		
				- - -	Total for Val Longis	16 17 6	Water-tank and pipes.
Arable and gorse	Mannez	P. Simon and others	5 10	5 June 1852	- - -		
Pasture	Braye	P. Gaudion, son of John	3 36	7 Aug. 1852	195 -		
Ditto	ditto	Peter S. Gauvain	3 18 <sup>1</sup> / <sub>16</sub>	7 " 1852	167 -		Quarries.
Ditto	ditto	Peter Gaudion, son of Peter	2 1 <sup>1</sup> / <sub>16</sub>	7 " 1852	101 15 -		
Ditto	ditto	Thomas Duplain	1 34	7 " 1852	92 10 -		
Ditto	ditto	Peter Houguez	1 28	14 " 1852	85 -		
Ditto	ditto	Peter Herivel	1 20 <sup>1</sup> / <sub>16</sub>	14 " 1852	87 2 6		

Ditto -	-	-	-	-	-	Richard Deslande and others -	2	1	13 Sept. 1852	101 5 -	Braye.
House and land -	-	-	-	-	-	Thomas Remfrey -	-	-	7 Aug. 1852	130 - -	
Two bushels wheat rent	-	-	-	-	-	P. B. Le Ber	-	-	7 Sept. 1852	10 - -	
House and land -	-	-	-	-	-	Braye.	-	-	7 " 1852	116 - -	
Ditto -	-	-	-	-	-	Braye (New Town) -	-	-	8 Oct. 1852	188 15 -	
Pasture land -	-	-	-	-	-	J. P. Bruine	-	-	25 April 1853	10 - -	
Four bushels wheat rent	-	-	-	-	-	- Posen	0	6	9 July 1853	20 - -	
Three bushels wheat rent	-	-	-	-	-	Joseph Partridge	-	-	9 " 1853	15 - -	
Stable and land -	-	-	-	-	-	J. A. Gauvain	-	-	9 " 1853	41 5 -	
	-	-	-	-	-	- ditto	-	-	-	-	
	-	-	-	-	-	Braye (New Town) -	21	39 7/10	-	-	1,359 12 6
	-	-	-	-	-	-	-	-	-	-	-
Pasture land -	-	-	-	-	-	Thomas Le Cocq -	1	20	7 Sept. 1852	66 - -	
Ditto -	-	-	-	-	-	P. B. Le Ber	0	36	7 " 1852	56 10 -	
Arable and pasture	-	-	-	-	-	Lucas Le Cocq and others	2	37 3/10	10 " 1852	117 6 -	
Pasture -	-	-	-	-	-	John Gaudion	0	2 1/10	9 Oct. 1852	3 9 -	
	-	-	-	-	-	-	5	14 1/10	-	-	248 5 -
Pasture -	-	-	-	-	-	William Herivel	0	14	10 Sept. 1852	17 10 -	
Ditto -	-	-	-	-	-	Thomas Ollivier and others	8	14	10 " 1852	375 15 -	
Ditto -	-	-	-	-	-	Richard Herivel and others	2	29	10 " 1852	129 17 6	
Ditto -	-	-	-	-	-	Thomas Simon and wife	0	31	13 " 1852	31 - -	
Ditto -	-	-	-	-	-	Elizabeth and Mary Sarre	1	8 1/10	14 " 1852	48 12 -	
Ditto -	-	-	-	-	-	John Gaudion	0	17 1/10	9 Oct. 1852	17 10 -	
Ditto -	-	-	-	-	-	James Ollivier	1	28 1/10	9 July 1853	68 10 -	
	-	-	-	-	-	-	15	22 1/10	-	-	688 14 6
Arable pasture, and quarries -	-	-	-	-	-	Thomas Le Cocq and others	5	22	13 Aug. 1853	222 - -	
Ditto -	-	-	-	-	-	Elizabeth Roberts -	0	37	2 Sept. 1853	37 - -	
Ditto -	-	-	-	-	-	Mary Anne Alexander	0	37	2 " 1853	37 - -	
Ditto -	-	-	-	-	-	Heirs Peter Gaudion	0	37	2 " 1853	37 - -	
Quarries -	-	-	-	-	-	James Monfries	-	-	2 " 1853	400 - -	
Arable and gorse -	-	-	-	-	-	William Sanford and wife	3	30	17 Aug. 1853	130 5 -	
Arable -	-	-	-	-	-	John Wm. Robilliard and wife	3	17 1/10	17 " 1853	142 14 -	
	-	-	-	-	-	Verges	15	20 1/10	-	-	1,005 19 -
	-	-	-	-	-	-	-	-	-	-	13,396 6 -
	-	-	-	-	-	-	-	-	-	-	404 2 3
	-	-	-	-	-	-	-	-	-	-	13,800 8 3
	-	-	-	-	-	-	-	-	-	-	£.

Legal and other Expenses attending the Purchases - - -

Legal and other Expenses attending the Purchases - - -

F. N. Barbenson, Queen's Proc.

Alderney, 28 September 1853.

CHANNEL ISLAND.

ACCOUNT of the several Rupees Paid for the  
Purchase of Land in the Channel Islands  
for Harbour and for Fortification Purposes;  
stating the Place where situated, the Extent of  
the Land, the Date when Purchased, and the  
Prices Paid for the same.

(Mr. Hemm.)

---

Ordered by The House of Commons to be Printed,  
7 July 1804.

---

v.5.

Under 1 oz.



**D O V E R   H A R B O U R .**

---

RETURN to an Order of the Honourable The House of Commons,  
dated 16 June 1853 ;—*for*,

A RETURN “ of all SUMS received by the Warden and Assistants of DOVER HARBOUR on account of TONNAGE DUTIES, from the 10th day of October 1849 to the 10th day of October 1852 (in continuation of Parliamentary Paper, No. 488, of Session 1850).”

---

								£.	s.	d.
10th October 1849 to the 10th October 1850	-	-	-	-	-	-	-	11,894	15	9
Ditto - 1850 to 1851	-	-	-	-	-	-	-	12,862	10	9
Ditto - 1851 to 1852	-	-	-	-	-	-	-	12,683	-	1

*G. T. Thompson,*  
Registrar.

---

X

DOVER HARBOUR.

RETURN of all Sums received by the Warden and Assistants of DOVER HARBOUR on account of TONNAGE DUTIES, from the 10th day of October 1849 to the 10th day of October 1852 (in continuation of Parliamentary Paper, No. 488, of Session 1850).

(*Sir George Brooke Pechell.*)

Ordered, by The House of Commons, to be Printed,  
27 February 1854.











